

For EUROPE & AMERICA,
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTPOSTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
**HONGKONG WEEKLY
PRESS**,
with which is incorporated the
CHINA OVERLAND TRADE REPORT,
Subscription, paid in advance, \$12
per annum. Postage to any part of
the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

THE
DIRECTORY & CHRONICLE
FOR 1906.
Complete Edition .. \$10.00
Small 6.00
Orders may be sent to the
Hongkong Daily Press Office and
to the Local Bookellers

No. 15,172, 號二十七百一千五萬一第 日二十月十年二十三緒光 HONGKONG, TUESDAY, NOVEMBER 27th, 1906. 二拜禮 號七十二月一十年六零百九千一英港幣 PRICE, \$3 PER MONTH.

"BULL DOG" BRAND.
GUINNESS' STOUT
AND
LIGHT ALE
IN QUARTS, PINTS AND SPLITS.
Bottled by the well known firm of
ROB. PORTER & CO., LD.
SOLE AGENTS:
A. S. WATSON & CO., LIMITED.
WINE AND SPIRIT MERCHANTS.
ALEXANDRA BUILDINGS. [a1189]
GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
1. Casks 375 lbs. net \$4.50 per cask ex Factory.
2. Bags 250 lbs. net \$2.70 per bag ex Factory.
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 3rd October, 1906. [a1223]
A TACK & CO.,
26, DES VOUX ROAD CENTRAL.

HAVE Just Unpacked a large Assortment
of Ladies' and Gents'
BOOTS AND SHOES.
ALSO
SHIRTINGS, FLANNELS and SUITINGS
OF THE LATEST DESIGNS.
PRICES VERY MODERATE.

Inspection of our New Stock of Goods is
respectfully Solicited.
Hongkong, 28th September, 1906. [a139]

ANNUAL CLEARANCE SALE
FROM 1st TILL 30th NOVEMBER.

CHINESE, JAPANESE AND INDIAN
SILKS, CRAPES, CANTON LINEN,
EMBROIDERIES, STAMPS, LACES,
CARPETS, RUGS, DRESSERY, FANCY
GOODS, &c., &c.
BARGAINS!

BARGAINS!
Kindly note that the above Articles are suit-
able for presents for Christmas and New Year.
Inspection earnestly solicited.
D. CHELLARAM,
2, D'Aguiar Street.
Hongkong, 1st November, 1906. [a1018]

PURE FRESH WATER.

THE HONGKONG STEAM WATER
BOAT CO., LTD., is prepared to supply
any Quantity of PURE FRESH WATER
to the Shipping, both for Deck and
Boilers.
Cal Flag—W.
J. W. KEW,
Manager,
Hotel Mansions, 3rd Floor,
Hongkong, 5th August, 1906. [a1712]

HONGKONG HIGH-LEVEL TRAM
WAYS COMPANY, LIMITED.
IN LIQUIDATION.

TIME TABLE.

WEEK DAYS.

7.10 a.m. to 8.30 a.m. ... Every 10 minutes.
8.30 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 10 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
NIGHT CARS,
8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.,
every 1 hour
SATURDAY.
Extra cars at 11.30 p.m. and 11.45 p.m.
SUNDAY.
8.0 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to
11.15 p.m., every half hour.

SPECIAL CARS by arrangement of the Com-
pany's Office, Alexandra Buildings, Des Voux
Road Central.
JOHN D. HUMPHREYS & SON,
Liquidators.
Hongkong, 27th August, 1906. [a1824]

DENTAL SURGEON,
G. DE PERINDORGE.

DIPLOMA: PARIS.
LATEST IMPROVEMENTS, INCLUDING
PORCELAIN FILLINGS.

HOTEL MANSIONS,
PEDDER STREET
[a153]

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.

	Per Case.
BRANDY * * * *	\$21.50
" * * *	19.00
" * *	16.00
WHISKY, PALL MALL -	19.00
" JOHN WALKER & SONS'	
OLD HIGHLAND -	12.00
" C. P. & CO.'S SPECIAL	
BLEND -	10.00
PORT WINE, INVALIDS -	19.00
" DOURO -	13.00
SHERRY, AMOROSO -	19.00
" LA TORRE -	15.25
BENEDICTINE, D.O.M. -	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.

HONGKONG AGENTS. [a151]

PEERLESS SCOTS WHISKIES

HAIG & HAIG, LD., DISTILLERS SINCE 1879.

3 Star, Special—The finest of all "Fog" WHISKIES at ... \$13.00
5 Star, Liquid—Exquisite, best in the World for Club or Private use at ... \$22.00
Stop drinking rank, Smoky Stuff, because "it comes through the Soda."
Try HAIG & HAIG'S WHISKIES; pure, mellow, matured, non-smoky, delicate flavor.
Once tried, preferred to all others. Sole Agents for Hongkong
1187 F. BLACKHEAD & CO.

LANE, CRAWFORD & CO.

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NEW SEASON'S GOODS
FOR AUTUMN AND WINTER

JUST ARRIVED

MATERIALS of the VERY LATEST and MOST FASHIONABLE DESIGNS.
CONSISTING OF—
SCOTCH and CHEVIOT TWEEDS, ANGOLAS, FLANNELS, LLAMAS,
CASHMERES, VICUNAS, BLACK and BLUE SERGES, COVERTS, ULSTER-
INGS, OVERCOATINGS, VESTINGS, TROUSERSINGS, BREECHES, CLOTHS,
&c.

SPECIAL LINES IN DRESS SUITINGS
FIT AND STYLE GUARANTEED.

All Orders receive the most CAREFUL and PROMPT attention and are executed under
the direct personal supervision of our Cutters, and by OUR OWN WORKMEN IN
THE PREMISES.

LANE, CRAWFORD & CO.

Hongkong, 17th November, 1906. [a133]

HIRANO.

THE LEADING MINERAL WATER OF THE EAST.

THE HIRANO MINERAL WATER CO., LD., ROBE.

AGENTS: F. BLACKHEAD & CO. [a1688]
Hongkong, 18th August, 1905.

JUST LANDED.

A SHIPMENT OF

SIR ROBERT BURNETT & CO.'S CELEBRATED

"OLD TOM" & "DRY" GINS.

PER CASE OF 12 BOTTLES - \$8.00

(less 10% discount).

CALBECK, MACGREGOR & CO.,

WINE MERCHANTS,

HONGKONG, SHANGHAI SINGAPORE,
TIENTSIN, PENANG,
LONDON & GLASGOW. [a134]

Hongkong, 15th November, 1906

THE LAHMEYER ELECTRICAL CO., LD.
LONDON.

THE FELTEN & GUILLAUME-LAHMEYER WERKE
FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to **SIEMSEN & CO.,** SOLE AGENTS FOR CHINA. [a146]

MADAM JAY

BEGS to announce that she has REMOVED her DRESSMAKING and MILLINERY
ESTABLISHMENT to more Commodious Premises, No. 14, DES VOUX ROAD,
near Hongkong Hotel.

MADAM JAY is offering for sale MORNING, AFTERNOON and EVENING
GOWNS, below cost, in order to make room for a very large new lot of Goods.

MADAM JAY also has a splendid lot of Goods for Afternoon Gowns, ONE GOWN
IN EACH PACE, selling at very low prices. JAPANESE SILK SOLD BY THE
YARD at prices below competition in Hongkong.

* Pending the arrival of her MODISTE from Paris, MADAM JAY herself will carry
on the DRESSMAKING DEPARTMENT.

Hongkong, 26th November, 1906. [a165]

JAPAN COALS.

mitsui BUSSAN KAISHA
(MITSUI & CO.)

HEAD OFFICE—1, SHIBUYA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, 100, HULSE STREET.

OTHER BRANCHES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,
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Nagoya, Osaka, Kobe, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki, Ku-
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Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

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SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano and Ito Coal Mines; and
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Otsuji, Sasakura, Tsubakura, Yoshinotani, Yoshio, Yunkihara, and other Coals.
112 S. TANAKA, Manager, Hongkong.

10 PER CENT DISCOUNT.

IN consequence of the favourable Exchange now ruling, we beg to Notify our Patrons
and the Public Generally that, until further notice, OUR PRICES FOR WINES
AND SPIRITS WILL BE REDUCED 10 PER CENT, as from the 1st NOVEMBER.

H. PRICE & CO.

WINE AND SPIRIT MERCHANTS,
12, QUEEN'S ROAD CENTRAL. [a1676]

C. LAZARUS & COMPANY,

60 AND 61, BENTINCK STREET,

CALCUTTA.

BILLIARD TABLE MANUFACTURERS.

THE STANDARD INDIAN
BILLIARD TABLE,

Complete with all Accessories for Billiards and packed for Shipment,

Rs 1.460.

C. LAZARUS & CO., CALCUTTA.

[a1849-3]



MACKIE'S

WHITE HORSE CELLAR

THE UNRIVALED SCOTCH WHISKY

\$13.00 PER DOZEN.

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HONGKONG HOTEL

First-Class and Up-to-Date.

Dining accommodation for 300 Persons
183 Bedrooms
Elegantly Furnished Reception Rooms
Private Bar and Billiard Rooms for Hotel
Residents
Hydraulic Lifts to each Floor
Electric Lighting and Fans
Every Comfort
Ladies' Afternoon Tea Rooms
Ladies' Cloak Rooms
Matron in attendance
CHARGES MODERATE, AND NO EXTRAS
[a11] H. HAYNES, Manager.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea Rooms
Private Bar and Billiard Rooms
Hot and Cold Water throughout
Electrically Lighted. Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a1665]

NOTICE.

NEW KINGSCLEERE will be Opened as
a PRIVATE HOTEL on December
1st next. Plans of the above House together
with all Particulars can be seen any day be-
tween 2 p.m. and 7 p.m. on and after the 22nd
instant.
Apply—
Mrs. G. SACHSE,
at George's House,
Hongkong, 15th October, 1906. [a1917]

VICTORIA HOTEL.

SHAMEN—CANTON.

On the British Concession.

MACAO HOTEL.

MACAO, CHINA.

In the Centre of the Praya Grande.

Both Hotels under experienced European
Management.

Every Comfort and Convenience for Resident
and Tourists.

WM. FARMER,
Proprietor.
[a1662]

"BOA VISTA"
HOTEL-SANITARIUM OF SOUTH
CHINA,
MACAO,

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
a few days' rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
One steamer (the *Hienan*) daily to and from
Hongkong, and two steamers to and from Can-
ton, give easy communication with both these
centres.
Cable Address—"BOAVISTA."
For Terms, apply
[a221] THE MANAGER.

BOARD AND RESIDENCE

FIRST-CLASS BOARD & RESIDENCE
AT
"BRAESIDE."

A LARGE AND COMMODIOUS
RESIDENCE standing in its own
grounds, with Tennis Courts, Good Dining and
Reception Rooms, Large Airy and Well
Furnished Bedrooms, every home comfort. Fine
View of the Harbour; Terms moderate.
Apply to—Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road
(late of "Tung Yuen").
Hongkong, 27th June, 1905. [a143]

BOARD AND RESIDENCE.

MRS. GILLANDERS
"GLENWOOD,"
27, CAINE ROAD.
Hongkong, 20th September 1905. [a1751]

STORAGE.

For COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT
No. 285 at NORTH POINT, Suitable
for above Purpose. EXTENSIVE WATER
FRONT. DEEP WATER.
Also FOR SALE.
Portions of MARINE LOTS Nos. 31 & 36
on PRAYA EAST. Approximate AREA
13,000 SQUARE FT. 399 YEARS' LEASE.
For Particulars, apply—
GEO. FENWICK & Co., Ltd.
Hongkong, 8th June, 1906. [a1353]

INTIMATION.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CONFECTIONERY.

WE HAVE JUST UNPACKED our
New Season's CONFECTIONERY, imported
from the leading London and Parisian Houses
including:—

CHOCOLATINES, CHOCOLATES.
CARAMELS, PRALINES, FONDANTS.
FRUIT JELLIES, NOUGAT, TURKISH
DELIGHT.
PASCAL'S TOFFEE and MIXED
SWEETS.
CADBURY'S SUGARED ALMONDS
BURNT ALMONDS.
WALNUTS, MILK CHOCOLATE, NOT
TONA, &c.

Packed in the daintiest boxes or in the
simplest to suit the taste.A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 22nd November, 1906. (30)

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns
should be addressed to THE EDITOR.
Correspondents must forward their names and ad-
dresses with communications addressed to the Editor,
not for publication but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.

No anonymously signed communications that have
already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be
sent before 11 a.m. on day of publication. After that
hour the supply is limited. Only supplied for Cash.
Photographic address: P. O. Box 11, with B2
Telephone No. 18.

BIRTH.

On November 18th, at Taiyuan, Shanxi, the
wife of L. E. O. HAYES, of the Imperial University
of Shanghai, of a son.

MARRIAGES.

On November 26th, at St. John's Cathedral,
Hongkong, by the Rev. A. J. Stevens, Thomas,
son of the late Thomas A. Stevens, Esq., of
HALL, Northumberland, to Muriel, daughter of
Hans Habrich, Esq., Newcastle-on-Tyne. (2167)On November 22nd, at Shanghai, Richard
MILLARD, son of Capt. H. J. Millard, I.C.S.N. Co., to
Mabel, third daughter of the late J. T. Pearson,
I.M. Customs, Shanghai.HONGKONG OFFICE: 10A, DES VOGES ROAD C
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, NOVEMBER 27TH, 1906.

It is known that the exceedingly popular
Governor of Hongkong, Sir MATTHEW
NATHAN, fails to share the popular opinion
of the Crown Agent system. If he were
only in a position to share the views of
another great man equally popular elsewhere
—Sir FRANK SWETTENHAM, whose opinions
were quoted in our issue of yesterday
—it would be hard to find a rift in the lute of
his esteem. We have no doubt whatever
that Sir FRANK SWETTENHAM's bold and
scathing denunciation of the system will
score a bullseye in this and every Crown
Colony. Our Singapore contemporary, the
"Strait Times," positively chortles at this
Saul among the prophets. It has con-
sistently "taken up a position of most
determined hostility to the Crown Agents,
and has resolutely maintained it, by showing
the glaring inconsistencies and defects of
the system, and by pointing out some of the
painful effects that system has had upon the
Colony." Although the local Governor, Sir
JOHN ANDERSON, and some others, are
expected to accuse it of having been rather
too hard upon "these presumably intelligent
and possibly amiable gentlemen," the

Crown Agents, which fault, if it be a fault,
this journal has to share, our contemporary
recklessly rejoices over the support of so
distinguished an official and so capable an
authority as Sir JOHN ANDERSON's predecessor
in the gubernatorial office. Our con-
temporary wants to distribute in pamphlet
form Sir FRANK SWETTENHAM's testimony
among the members of both Houses of
Parliament, to inform the legislators and
their constituents how completely the
Crown Colonies are at the mercy of the
"inroads of the Crown Agents." It is a
good idea. It is true that the autocratic
powers vested in the Crown Agents are
quite out of line with the general principles
of British government and administration,
and that they depend for their semi-official
position upon no greater security of tenure
than that afforded by what in China is
called "do custom." Officialism alone has
given them their rocket, red tape only holds
them to the giddy pedestal from which
one spasm of common-sense in the Home
country could hurl them to arise never
more. It is a grateful contemplation, and
if Sir FRANK SWETTENHAM's shrewd remarks
bring the necessary public scorn and indig-
nation nearer to the point of eruption, few
will regret the emphasis that is being given
to them. As our contemporary finally
remarks, "every year, somebody in Parlia-
ment has a slap at this close oligarchy of
monopolists; and, though they still retain
their power and their 'unbalance-sheeted'
revenue, such repeated attacks must tell in
time upon them and ultimately induce the
country to intervene and get rid of them.
No establishment which exists as an official
or semi-official institution, should be allowed
to retain the full patronage of its appoint-
ments or escape the necessity of publishing
an annual statement of account." Especially
when, as Sir FRANK SWETTENHAM has
pointed out, it is such an extra-
vagant establishment, extravagant both in
time and money, and so heedless of local
criticism, so indifferent to results. Just as
in the Federated Malay States the need for
the proposed introduction of the Crown
Agent system "must have been difficult to
explain," so its continuance in the Crown
Colonies, under such persistent protests, is
a mystery toward the solution of which
only as offered such isolated but suggestive
words as "influence," "squeeze," and the
like. It is as well sometimes to turn our
attention from the mote in China's eye to
the beam in Great Britain's. It may be an
Empire on which the sun never sets, but
nevertheless it has its shady corners; and
Sir FRANK SWETTENHAM, in helping to
turn the searchlight on Whitehall Gardens,
has deserved well of his fellow Colonials.

"Here was no sickness worth reporting last
week at Hongkong."

Mr. George Lamert returned on the new
P. & O. intermediate steamer *Namur* on
Saturday, looking very fit.

Friday was the anniversary of the birthday
of the Dowager Empress of China, but
the event passed practically unnoticed in
Hongkong.

J. B. Clarke, second officer of the s.s. *Volvo*,
tumbled off the Shanghai wharf on Nov. 19th
into the river, and up to the time the mail left,
his body had not been found.

The Shanghai Municipal Council is advised
to engage the services of a British officer who
understands the language to maintain discipline
in its Sikh police force.

Bandmaster T. McKelvey is not being
allowed to leave the Colony without marks of
appreciation of his services to society. Several
presentations are in train.

The V.R.C. Magazine for November made a
belated appearance yesterday. It has a fairly
comprehensive record of the doings in the realm
of sport during last month, and its only original
article is a short one on "Referees" by the
Editor.

Ships using the South Channel Approach to
the Yangtze must now pass to the southeast of
both the "Fungshu" and "Kintosa" Light-
vessels, which have been shifted respectively
three-fifths and two-fifths of a mile from their
former positions.

The H.K.A.D.C. presentation of "The
Hobby Horse", fixed for the 29th prox., is ex-
pected to add to the already long list of
successes. The new blood imported includes
Mr. Goldring, solicitor, and Messrs. Balloch,
Blason, and Hankey.

By order of the mortgagee Mr. G. P.
Lammert, auctioneer, yesterday offered for sale
by public auction sections A, B, C and D and
the remaining portion of Kowloon Island Lot
No. 51, with the premises thereon, known as
Nos. 112, 114, 116, 120 and 122 Station Street
South and Nos. 117, 119, 121, 123 and 127 Temple
Street South, Yamaui. The total area of this
property is 8,858 square feet, and the Crown
rent \$19.19. Mr. Lan Ching-ting was the
purchaser of the lot, his bid of \$20,200 being
the highest. The solicitors for the vendor were
Messrs. Deacon, Looker and Deacon.

It is reported that H.M.S. *Robin*, which was
reported aground at Kowloon, was got safely
off again, without damage.

Yesterday a Chinese employee at the
Causeway Bay glass works had a narrow escape.
His queue caught in some machinery, and he
was drawn in. Fortunately it gave way before
he suffered serious injury. As it is he will have
to stay a day or two in hospital.

Mr. Edward S. Little, who has undertaken
the organization of the Kiangpoh Relief Fund
mentioned in our recent telegrams, is personally
visiting Viceroys Tuan Fang at Nanking in the
hope of obtaining his co-operation. There is
no question at Shanghai that a very serious
situation has arisen and motives of prudence no
less than of humanitarianism make prompt and
vigorous action necessary.

Mr. A. H. Rennie, of the Hongkong Flour
Mills, is announced as the purchaser of the
S. P. *Hitchcock*, the sailing ship advertised for
sale in our columns. The price is not stated.
The S. P. *Hitchcock* was considerably damaged
by the typhoon of Sept. 18th, which blew
her ashore at Kowloon, and a steam pump
steadily at work has been required to
keep her afloat since she was towed off. The
Flour Mill is expected to use her as a storage
hulk.

The "Sincere" states that the French
Minister in Peking has informed the Waiwpa
that he has received news of a rising of
malcontents in Foochow prefecture and that in
consequence that Board has telegraphed the
acting Viceroy of Fuku, H. E. Ch'ang han,
for particulars and giving instructions to use
every effort to protect foreign merchants, mis-
sionaries and converts and their respective goods
and property in the disturbed districts.

Hongkong news from Hanoi is interesting.
L'Asieur du Tonkin publishes a letter from
Hongkong, the writer of which remarks that
members of the Tung Wah Hospital wished to
send a telegram to Viceroy Shun asking him to
visit Hongkong on his departure from Cant
when they would thank him for his administration
at Canton. But the Governor gave them
a severe reprimand for their conduct, adding
that he would not permit such a thing. The
correspondent while not wishing to discuss the
matter (so he says), describes the incident as a
public affront to the Chinese, which is resented
both at Hongkong and Canton.

The *Japan Mail* gives the following com-
plete results of the long distance competitive
ride organized by the Japanese Military staff on
the afternoon of the 10th instant, with the
following results:—

	Time.	Expend.
Li. Hasegawa's Party	104.06 hours...	1
Li. Ide's	" 104.40 "	1
Li. Matsuyama's	" 105.32 "	3
Li. Hirahara's	" 105.47 "	3
Li. Yamamoto's	" 106.55 "	4
Li. Yukiura's	" 111.05 "	2

It should be clearly understood that the pur-
pose of this ride was not simply to test the
endurance of horses and riders. The affair was
a reconnaissance, and tests of success were: (1)
satisfactory scouting; (2) minimum expenditure
of horse-flesh; and (3) celerity.

In the report and balance sheet of the
Parak Sugar Cultivation Co., Ltd. the following
paragraph appears: Working account for the
thirteen months under review shows a
profit of Tls. 44,223.92, which has been
transferred to Profit and Loss Account; the
latter account, after deducting interest on
debentures and the Manager's commission of
24 per cent on the working account balance,
shows a balance of Tls. 38,935.24, which
the Directors propose to divide as follows:—

A Dividend to Shareholders of 8%	Tls. 28,000.00
(Tls. 4.00 per share) ...	8,935.24
Carrying forward ...	8,935.24
Tls. ...	36,935.24

The rumour of the presence of the notorious
Chinese Red Republican "Dr." Sun Yat-sen
in the Liangshing which was rife at Shanghai
about two months ago, seems, according to an
official report of Viceroy Chok Pa to the Peking
Government, to have been unfounded. The
Viceroy states that as a consequence of the
strict and diligent search made for the man,
the military police in the Viceroyalty succeeded in
arresting quite a number of secret society men,
but not one of them confessed to have seen or
even heard of Sun Yat-sen. In the circum-
stances, therefore, his Excellency is of the
opinion that "Dr." Sun Yat-sen never went to
the Liang Kiang at all. He went, however, in
1905 to Japan and gave an address but was
warned off the country by the Japanese Govern-
ment, and eventually went down South, being
next heard of in the Straits Settlements and
islands of the South Pacific.

The N.C. Daily News has the following
account of the junk disaster, news of which our
Shanghai correspondent telegraphed on Nov.
21st:—A fatal accident occurred in the lower
limits of the river on Tuesday afternoon. A
large junk, inward bound from Tsungming and
carrying upwards of two hundred native passen-
gers, was taking up river and suddenly, when
opposite the Royal Dutch Oil Company's
wharf, heeled over too far and capsized. Many
passengers were thrown into the river and the
remainder were perished in the overturned
junk. The O.S.K. steam-launch *Tamashina Maru*
was in the vicinity at the time and hurried to
the rescue. She picked up sixty people from
the river and afterwards her crew cut a hole in
the side of the junk and rescued thirty more
passengers from inside. In the meantime some
Customs launches and native craft had rescued
many more people from the river, but it is
reported that more than sixty were drowned.
The junk drifted down river and eventually
went ashore near the point.

Following the Chinese custom, the Chinese
officials have left the fixing of the end of the
Chinese year till the last moment. This year
the astronomical board of Peking has chosen
the favourable days of the retreat and of the re-
instatement of the Imperial seal. This will be
the 19th day of the 12th moon and 18th day of
the first moon of the 33rd year of the Emperor
K'woong Sui.

The C. M. S. *Fungshu*, which arrived at
Shanghai from Foochow on November 22nd,
reported: Passed the str. *Haeen* and *Chiguen*
between Stow Island and Tongting, bound
south, between 4 and 6 p.m. on the 21st
inst. At 3.45 p.m. on the 16th inst.,
[Lat. 26 deg. 43 inch N., Long. 120 deg. 35
inch E. in the clear weather, with fresh breeze
and heavy N.E. swell, sighted a fishing boat in
distress, went alongside and rescued one man,
the only survivor of a crew of five. The boat
was boarded by Mr. Ross, chief officer, who
found three men quite dead, lashed to the boat's
fittings. They had died from exposure and
starvation. The survivor told a pitiful tale as to
the men having been four and a half days with-
out food or water and the heavy seas breaking
completely and continuously over the boat, which
was completely gutted.

What is believed to be a gigantic anarchistic
plot has been discovered at Naples. The police,
of N.Y., had their attention called to a body
of Americans, who established themselves in the
city last month, and have since mingled with
persons of well-known socialist ideas. On
November 13th the police made a raid on the
headquarters of the American visitors, and
arrested several, together with some dangerous
Italian anarchists. Several bombs, fire-arms
and implements for the manufacture of bombs
on a wholesale scale were seized. Documents
were also found on the persons of the American
anarchists revealing a plot to murder the King
of Italy, the Duke and Duchess of Aosta, the
King of Spain and other European Royalties.
The anarchists were well supplied with money,
and letters and bank drafts from anarchist
societies in the United States, Spain and
Germany show that the band arrested were
organized by an international committee of
anarchists. The arrests of the band and the
developments have caused a great sensation.

SIGNOR CARUSO'S CASE.

We have a suspicion that our telegram
referring to the case of Signor Caruso, the
famous tenor, was misinterpreted, owing to the
telegram itself arriving ahead of the news.
It probably referred to a matter of which we
received information late yesterday evening,
namely, that the hero of Italian opera had been
arrested for some immorality which involved
insults to American ladies. It may have been
a conviction and fine against which he was
expected to appeal.

FATAL ACCIDENT IN THE
HARBOUR.

"ASTHANA" SAILOR DROWNED.

The body of Alexander Nichol, a tanker from
H.M.S. *Astraea*, was found floating in the
harbour on Sunday morning, and buried in the
afternoon. It has been ascertained that he fell
from a steam pinnace belonging to the ship four
or five days before, and though his disappearance
was immediately noted, the body was not
recovered. He was quite a young man, not
much over twenty.

KULANGSU (AMOY) MUNICIPAL
COUNCIL.

Minutes of a meeting of the Council held
at the Board room, Kulangsu, on the 6th
November, 1906.

PRESENT:—Messrs. W. H. Wallace (Vice-
chairman), C. A. V. Brown, A. F. Gardiner,
L. I. Thomas, the Health Officer and the
Secretary.

1. The minutes of the last meeting were
read and confirmed.

2. The Superintendent of Police reports
the following cases have been dealt with at the
Mixed Court since the last meeting of the
Council:—

SUMMONSES.
Freesh of agreement 1, Debt 2, Encroaching
on property 1, Assault 1.
SUMMARY ARRESTS.
Theft 2, Being in possession of stolen
property 2, Being in possession of house-breaking
implements 1, Being in possession of a bomb
to the danger of the public 1.

3. General business was transacted.

(Signed) W. H. WALLACE,
Vice-chairman.

By Order,
C. BERKELEY MITCHELL,
Secretary, K. M. C.

LATEST STEAMER MOVEMENTS.

The O. & O. str. *Coptic* sailed from Shanghai
on Sunday at daylight, and is due to arrive at
this port this morning.

The I.G.M. str. *Buclos* left Kobe via Naga-
saki and Shanghai on Sunday afternoon, the
25th Nov., and may be expected here on or about
the 3rd Dec., p.m.

The I.G.M. str. *Room*, which left here on
Wednesday, the 21st inst. at noon, arrived at
Singapore on Sunday, the 25th inst. at 5 p.m.

The I.G.M. str. *Prinz Regent Luitpold*, which
left here on Thursday, the 22nd inst. at noon,
arrived at Shanghai on Sunday, the 25th inst.
at 8 a.m.

The C.P.R. str. *Empress of India* arrived at
Nagasaki at 10.30 a.m. on Monday, the 26th
inst., and left again at 7.30 p.m., same day,
for Kobe, where she is due to arrive at 7 p.m. on
Tuesday, the 27th inst.

The British str. *Zoroaster* left Moji on the
26th Nov. for this port, and is due to arrive here
on or about the 1st Dec.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

SHIPPING COMBINES.

LONDON, November 26th.

The Royal Commission on Shipping
Combines has deferred its report in
order to consider a remedy.

Mr. Arthur Cohen is Chairman.

[Mr. Justice Cohen, K.C., M.A., has been
identified with several important Royal Com-
missions. He was one of H. M. Council at the
Venezuela arbitration at the Hague. He is
judge of the Cinque Ports.]

[REUTERS' SERVICE.]

THE FRENCH NAVY.

LONDON, November 26th.

The French Chamber, by 292 to 112, has
approved of the Government naval construc-
tion policy, and confirmed the vote of the
last parliament authorising the laying down
of six battleships this year. The Minister,
M. Thomson, defended the building of
squadrons for the high seas, declaring that
the Japanese would have been helpless with
only a defensive navy. He did not deny the
utility of submarines, but the experimental
stage was not yet concluded.

[N.C. Daily News Service.]

THE MANCHURIAN COMMISSIONERS.

TOKYO, November 26th.

Prince Tsai Chiu and H. H. Hsu Shih-chung
left Mukden yesterday morning for Harbin.

THE RUSSO-JAPANESE
NEGOTIATIONS.

REPORTED RUSSIAN.

TOKYO, November 26th.

A private telegram from St. Petersburg
reports that a rupture is impending in the
Russo-Japanese commercial negotiations. The
dispute is not altogether specific but probably
refers to that part of the proposed treaty bearing
on the fisheries question, the discussion of which
clause by clause is fraught with difficulties.

SHIPPING DISASTER IN PUGET
SOUND.

TOKYO, November 26th.

The American transport *Dixie* and the S.S.
Jennie have been in collision in Puget Sound.
The *Jennie* sank and only two of her crew
members were drowned.

[The *Jennie* was a wooden ship of 1,072 tons
gross, fitted with auxiliary screw, and owned
by the Pacific Packing and Navigation Co., of
Seattle.]

AMERICA AND JAPAN.

TOKYO, November 26th.

The Japanese fleet to visit San Francisco in
the Spring will be the Training Squadron,
which will leave Japan in January next.

GENERAL TERAUCHI.

TOKYO, November 21st.

Lieut. General Seiki Terauchi, G.C.B., ex-
Minister of War, has been promoted General.

THE KOREAN BUDGET.

TOKYO, November 21st.

Marquis Ito, Japanese Resident-General of
Korea, left Seoul this morning. The details of
the next budget are likely to remain unsettled
pending his return. It is probable that there
will be a curtailment of military expenditure.

THE OKYO TRAMWAYS.

TOKYO, November 22nd.

The committee of the Municipal Assembly
has passed a resolution in favour of the
Municipal ownership of the Tokyo Tramways.
This action is inviting strong objections on the
part of the Press and public as it is regarded as
being inopportune and farcical.

JAPANESE NAVAL APPOINTMENTS.

TOKYO, November 22nd.

Wholesale changes are taking place among
the higher naval officers who are exchanging
their posts both by sea and land. Rear-Admiral
Tamari, formerly naval attaché in London,
replaces Rear-Admiral Taketomi in command
of the South China Squadron and the latter is
transferred to the Navy Office.

THE SURRENDER OF LIU PANG-SHU.

TOKYO, November 22nd.

It is telegraphed that the Tsotai of Amoy has
surrendered Liu Pang-shu, a naturalized citizen
of Formosa, whose questionable status has led
to considerable negotiation between the Japanese
Government and the local Chinese authorities
at Amoy.

WEATHER REPORT.

The Hongkong Observatory yesterday issued
the following report:—On the 26th at 11.35 a.m.—The barometer
has risen moderately over Japan, and fallen
slightly over N. China.

The anticyclonic area remains central over
the continent to the North of the Yangtze, and
pressure is in moderate to considerable excess
of the normal over China and Japan.

POLICE COURT.

Monday, November 26th.

BEFORE MR. F. A. HAZELAND (FIRST
POLICE MAGISTRATE).

AN ARMED CHINESE.

While searching the passengers returning to
Canton by the s.s. *Shun Lee* Indian Constable
625 found one in possession of a revolver. As
the Chinaman, who was homeward-bound from
America, could not show a permit he was arrest-
ed and charged.

As defendant was unaware that he was
required to obtain a permit, he was discharged,
but the revolver was forfeited.

ASSAULTING AN OFFICER.

The Chinese quartermaster of the s.s.
Hongkong was charged with assaulting Chief
Officer J. Wolfe by striking him over the head
with a telescope while on a voyage from
Chekiang to Hongkong.

1 is Worship found the defendant guilty and
sentenced him to one month's imprisonment
with hard labour.

A GENEROUS MASTER.

Mr. G. Friesland, of Messrs. Molohow and
Co., charged his two private chair-coolies with
desobeying lawful orders. He ordered them to
take him to a certain place; but, as they refused,
he took them to the Central Station and charged
them.

Yesterday Inspector Ritchie asked leave to
withdraw the charge, as the master of the
disobedient coolies wished to give them another
chance. The case was accordingly withdrawn.

THE KOWLOON MURDER.

Wong Kiu was arraigned on the charge of
murdering Au Yung-chung at No. 5 Elgin
Road, Kowloon, on the morning of November
11th.

Inspector Langley prosecuted, and prisoner
was unrepresented.

Dr. C. M. Hanley, medical officer in charge
of the Public Mortuary at Kowloon, said he
examined the body of deceased on November
11th. He found a wound on the right side of
the neck passing from the chin to the middle
line behind. All tissues were cut down to the
bone, which was also cut to a depth of half
an inch. The wound was caused by two blows.
There was also a small wound on the top of
the head which laid bare the skull, two on
the left forearm and three on the back of the
right index finger, the joint of which was
broken. Death was caused by the injuries to
the neck. The chopper produced could have
caused such injuries.

Young Tak said he was a salesman in the
Wing Lok pork shop at 5 Elgin Road. At about
9 p.m. on the 10th instant the defendant, who
was formerly employed in the shop for some three
months, called with another man who had
previously partaken of rice with witness. De-
fendant asked witness to allow him and his
friend to sleep in the shop for the night. He
consented, and pointed out the beds which they
might sleep in. Deceased was then lying on
his bed in the front part of the shop, alongside
the safe, but was not asleep. At about 1.15
a.m. witness was awakened by hearing deceased
cry out. He shouted out—"What is the
matter?" Then he got up; but, as soon as he
arose, the defendant struck him four blows on
the face with a chopper. Witness closed with
his assailant, who grasped him by the throat
and they both fell to the ground. He then
shouted "save life," and an Indian came to his
assistance. Defendant ran out into the street,
but the Indian pursued and captured him. When
witness called out "save life" the man who
was with the defendant ran away. After the
affray he noticed deceased lying dead on his
bed. The chopper produced was the only one
in the shop stained with blood that morning.

Further evidence was heard and the case
adjourned.

HONGKONG VOLUNTEER RESERVE
ASSOCIATION.

The following are the highest scores made in
the competition for the Governor's Cup for the
month of November at the 500 yards' range.
The best score is that of Mr. J. H. Pidgou,
who on Saturday last put on 161 consecutive
"bulls," including his two sighting shots.
There were 91 entries during the month.

who was with the defendant ran away. After the affray he noticed deceased lying dead on the bed. The chopper produced was the only one in the shop stained with blood that morning. Further evidence was heard and the case adjourned.

THE RAILWAY WORKS AT KOWLOON.

AN INSTRUCTIVE RAMBLE.

[Written for the Daily Press.]

Those who delight in long rambles over the hills during the cool weather will probably not fail this season to include in their walks an excursion to the vicinity of the Lion's Head, on the Kowloon range of hills, where large gangs of coolies are starting work on the railway tunnel.

From Taikeutai a service line has been laid, a distance of probably a couple of miles, right up the valley to the point at which the tunnelling operations have been commenced. The shrill whistle of a locomotive echoing in the valley strikes the ear of the European like a sweet sound. The factious describe the locomotive as "The Kowloon-Shamshing Express." It bears, however, the name "La Granda," and is employed in drawing trucks loaded with earth from the cuttings to be deposited at points where embankments are in the making. To parody a western adage, it may be said that the hand that rocks the cradle—makes the railways in China, for there appear at a glance to be as many women as men employed on the excavating and embankment work. The huge granite boulders which abound in the hillsides surrounding the valley are laid under contribution in the construction of culverts, the granite being dressed for this purpose an expense, it may be remarked, which is not an item in the construction of culverts on the Hongkong side of the harbour; it gives the work however a good appearance. Boulders are requisitioned also to be broken up, apparently for concrete purposes, and large heaps of broken stone are ready at the rail head for measurement and use.

On approaching the rail-head one suddenly comes upon the view of a little village in process of formation on the rising slopes of the hill—comfortable little bungalows for Europeans employed on the works, and sheds for various purposes. One shed houses an engine used for the purpose of generating electricity, and wires are carried from it to the tunnel mouth, presumably to supply current for lighting purposes as the tunnelling into the bowels of the mountain proceeds. Aware that work has been started on both sides of the range, the pedestrian will no doubt desire to ascend the mountain to obtain from the summit a view of the operations in progress on the other side.

The railway people have made a good path up the mountain which greatly facilitates the ascent. It is still, however, a stiff enough climb for the average man who follows a sedentary occupation six days out of the seven. But the view from the summit, which is about the height of Victoria Peak, is worth the effort. Fertile valleys stretch out towards the sea on either side of the mountain range, and the view down the valley in the direction of Sha Tin and extending to the archipelago of islet rocks which stud Tolo Harbour is magnificent. At this season of the year, however, when the crops have been gathered in, the valleys are denuded of the rich green tints which make them so picturesque in the summer and autumn, and the eye ranges over an expanse of paddy field to zigzag down the mountain slope to the point where the train from Kowloon will by and bye emerge from a tunnel a mile and a third in length to speed along the line to Tai Po and Fan-chun. Boring operations have commenced simultaneously on both sides of the range. One can already discern from the top of the mountain, by noting little embankment works, the route of the line which will run along the base of the hills opposite, skirting the valley as far as the bend in the road leading up to Tai Po. And beyond this point right up to the boundary line of British territory, embankment work has been done, so that along the whole line of route there are very substantial signs of progress.

It remains to be added that it is possible to go by rickshaw from Taikeutai close up to the tunnelling works, the road running for the greater part of the way parallel with the before-mentioned service line of railway.

SIMLA'S DEPARTED GLORY.

"B. C. V." writes in the *Civil and Military Gazette* a distressing wall over the departed glory of Simla. He says: "Were another Kipling to arise among us, his plain tales would take the form of memoranda, notes and tabulated statements. Life is real, life is earnest—pursuing so—and because some giants may be seen to wipe great drops of sweat from their brows it behooves all to play the sedulous ape. All are given over to demagogic possession. A demon in the brain cries 'Work! Work!' and the evil-eyes of potent authority drives men to a frantic scratching of the quill or frenzied tapping of the typewriter. It avails not to cross the fingers after the manner of superstitious Italy; no charm nor amulet can break the spell; no exorcism can drive out the evil spirit, nor any incantation revive the past. Romance is dead. Panting youth no longer walks by Beauty's rickshaw; the Hill Captain, gay and debonair, has followed the Dodo into extinction; and there are no grass widows, or if there are, they are utterly given over to good works. The days of love in idleness are past; Mrs. Hawkelee is no more; and no one now 'takes tea at Pelti's with another Under's wife.' The prevailing blith has ceased upon the A.D.C.—not the satolies of His Excellency, but the Association of Trees and Iravings of Sarah Bernhardt and Ellen Terry, the Amateur Dramatic Club. Not a single Under-Secretary in the Foreign Department is capable of taking the part of Charley's Aunt, while the military attaché can neither sing nor play the banjo. So when Rome begins to play and Juliet wamps an accompaniment, what has been too busy in office to learn his part and we clap our hands in comprehending sympathy. Such is modern Simla. Her glad spirit of youth is gone and she is fast settling down to an unromantic and mercenary old age."

THE SHIP'S DOCTOR.

The charge is made by a writer in "The Hospital" (London, September 15th) that the invalid aboard ship can never count on securing the services of an experienced seagoing practitioner, because ship's doctors are, as a rule, ill paid, while the acceptance of the post involves loss of self-respect. He says: "It is the common practice of steamship companies to engage newly qualified youths at a ridiculously low salary, who are anxious for free travel round the world, to mend their broken health after the arduous labours of student life and the unkindness of hardened examiners. Sometimes a man is appointed whose health has threatened to give way, and whose friends think he will be benefited by a sea voyage. Others to whom our sympathy freely extends are compelled through stress of *res angustæ domi* to accept such injurious positions as a means of earning a livelihood—a scanty livelihood at the best—often obtained not only at great physical disadvantage, but with an irreparable loss of professional dignity. The compensation amount to £10 per month or thereabouts, with access to the saloon at meal times and the use of a cabin to sleep in. We have known the doctor in one vessel belonging to a well-known company actually having his quarters and state cabin forward among the crew. Even in vessels where accommodation for the doctor is of a higher character the company submit the services of the practitioner as part of the rate they give in return for passenger money. This is unfair, not only to the medical officer but to the passengers, and it is highly improper that a doctor, a gentleman and a scholar, a member of a profession in which dignity and good feeling are a part of its stock-in-trade, should be compelled to look for an augmentation of his income by way of tips or gratuities much in the same way as if he were a bedroom steward or a porter. Gentlemen must be humiliated by this process, and many patients are prevented from taking advantage of a medical man's services and advice on this account. Steamship companies doubtless know their own business best, but we think it would be to their interest as well as to the interest of the public if things medical on boardship were ordered differently."

CURRENCY IN CHINA.

REFORM UNLIKELY.

Reviewing Mr. H. H. Moore's treatise on Chinese Currency, our Shanghai contemporary concludes with the following: "Existence is laid on the point that China is not a 'silver' country—as it is frequently stated to be—but a 'copper' country; and the paper money (dating from the Tang dynasty) is shown to be based on copper and not on silver.

"There is not such comfort to be drawn from Mr. Moore's pamphlet by those who consider that China's currency should be reformed. Its simplification is desired by the foreign merchant, but there are only 1,000 firms of European and American nationality, even including the protected races, such as those from British India, and including branch firms. The ten foreign banks are swayed by their interests about equally between a desire for reform and for the maintenance of the present opportunities of making profit on exchange. The Chinese Government, as a corporate entity, might also benefit by a uniform currency. But 'no other element of support can be brought in by any flight of the imagination. All the vested interests in China will be against the change. The members of the Government as individuals from the highest minister of State to the humblest assistant-deputy sub-district magistrate, will give it their tacit, if not openly expressed, opposition. The tax-collector, with his assistants and his servants and backed by his family to the third and the fourth generation, will fight strenuously against any obligation to pay into the Treasury the exact coin which he has received from the taxpayer. The powerful body of Chinese bankers, organized as such when Europe did not yet know the science, will accept the change only if they are shown the possibility of greater profits than under existing conditions. The compradors and shroffs may be trusted to do their best to resist any attempt to curtail their privileges and profits. Even the native merchants and traders who will benefit enormously by simplification of the currency, will also oppose a change from the present system in which each man counts confidently on getting the better in the encounter of wits. Ordinarily the proletariat remains neutral in such a question; but in China the moral code enjoining expence by a long day along the base of the hills opposite, skirting the valley as far as the bend in the road leading up to Tai Po. And beyond this point right up to the boundary line of British territory, embankment work has been done, so that along the whole line of route there are very substantial signs of progress."

CLAIM FOR PROFESSIONAL SERVICES.

HONGKONG SOLICITORS V. J. CLIFFORD WILKINSON.

The *Japan Chronicle* of November 10th reports: "The full text is to hand of the judgment in the above case, delivered on the 7th instant, when the claim was dismissed with costs. The reasons given by the court for the judgment are as follows:—

"In this case, which is not one for the execution of the judgment of a foreign court, but for the recovery of remuneration for services rendered, of money advanced, and the expenses of law proceedings for the recovery of the money mentioned (the claim being based upon the termination of the commission), the claim should not be granted solely on the ground that plaintiffs won their case in the same claim in the Hongkong Supreme Court. The decision of which Court has become irrevocable. The propriety of the claim must be adjudged in accordance with the general principles of justice.

In considering the case, it is evident from Exhibit No. 1A, that plaintiffs have obtained judgment in their favour in the Hongkong Supreme Court. The judgment was, however, delivered merely for the reason that a defendant resided in a country beyond the jurisdiction of the Court, and did not respond to the summons. The claim was not decided on its merits. The decision of the Hongkong Court is insufficient to justify the claim; and the fact that the decision of the Hongkong Court has become irrevocable, as shown by Exhibit No. 2A, cannot reverse the reasoning just quoted. In neglecting to make a protest against the judgment in his default, and demanding the re-trial of the case, defendant is guilty of delinquency, but in acting so he has not admitted his obligation to pay the claim. Defendant pleaded that he had not requested plaintiffs to proceed against other firms, with the exception of Ea Shu and Co., and that the amount of remuneration claimed was excessive. Plaintiffs failed to bring sufficient evidence to support their claim, with the exception of the two exhibits in question. The claim, therefore, cannot admit the propriety of the claim in this case; hence the claim is dismissed.

The judgment is signed by Judge Suyenaga, presiding, and Judges Miyake and Hayashi.

THE JAPANESE "DREADNOUGHT."

The rejoicing over the "biggest battleship" is but a transient delight. It is Japan's turn now. The Tokyo correspondent of the *N.C. Daily News* writes:—

The building of the new battleship by the Japanese Government yard, availing itself of exclusive experiences during the late war, marks a notable epoch in the annals of the Japanese navy. Since the construction of the gunboat *Seiki*, 897 tons, in Yokosuka in 1875, twenty-seven warships were built in Japan, exclusive of destroyers and torpedo-boats. They comprise two armed cruisers (the *Tokubaru* and *Kamae*, launched in Korea), in December and April respectively seven cruisers, six coast defence ships, nine gun-vessels and three dispatch boats. Seventeen out of the twenty-seven home-made warships were constructed in Yokosuka and the largest of them is the cruiser *Hashidate*, 4,278 tons, launched in 1890. The launching to-day of a battleship, the displacement of which is well high twenty thousand tons and is about four times and half over that of the *Hashidate* speaks well for the progress of the Japanese ship-building in the last thirty years.

The keel of the *Satsuma* was first laid in May 1905. Thus the construction of the battleship was completed in thirteen months, in spite of no experience available in building such a giant ship. It is 452 feet in length and 83½ feet in width, drawing 27½ feet, with a displacement of 19,200 tons, exceeding that of the new British battleship *Dreadnought* by 1,200 tons. The indicated horse-power is 18,000. The vessel has two funnels and two masts. The armoured belt is 8½ inches.

In regard to the armament, the *Dreadnought* has ten 12 in. and eighteen 17 in. guns, while the *Satsuma* is equipped with four 12 in., twelve 10 in., twelve 4.7 in., and eight 12 in. guns. Thus the *Satsuma's* armament is a four 12 in. and twelve 10 in. guns against ten 12 in. guns of the *Dreadnought*. An interesting question on this point is what is the exact difference of efficacy between 12 and 10 in. pieces. Japanese experts state that according to the latest experience, the ranges of 10 and 12 in. guns are almost equal, while the explosive power of the 12 in. projectile is superior to that of 10 inches. Omitting from the account four 12 inches from the latest English and Japanese battleships, the question becomes which of the six 12 inches of the *Dreadnought* and twelve 10 inches of the *Satsuma* is more effective. Japanese specialists claim that the *Satsuma's* is not inferior to the *Dreadnought's* if not materially superior.

Moreover, the *Satsuma* has twelve secondary guns, while the *Dreadnought* has none. In respect to auxiliary pieces, there is no material difference. All in all, the *Satsuma* is claimed to be the most powerful battleship afloat in regard to offensive power. The number of torpedo tubes of the *Satsuma* is 16.

The expected speed of the new Japanese battleship is 20 knots. In this respect at least the *Dreadnought* continues to maintain the leading position, as she averaged for the eight hours 21.5 knots at her full power test on October 8th, and for some time maintained a speed of 22.4 knots.

The most significant point of the *Satsuma* is that she was constructed solely in accordance with valuable lessons obtained through the late war. Ordnance and other principal machinery have been made in Japan, while armor plates and some other materials were obtained from abroad. The adoption of all materials of the latest invention made the construction very difficult. The construction in fifteen months, in spite of many inconveniences, is undoubtedly a source of gratification for the Japanese.

SHANGHAI SETTLEMENT EXTENSION.

The *N.C. Daily News* writes:—A native contemporary is responsible for the statement that His Honor Jui Kiat intends to suspend the issue of Consular title-deeds for land in the district roughly styled North of Sinoia, in consequence of the desire of the part of the Chinese to convert this district into Chinese "municipality." There is nothing improbable in this announcement, inasmuch as the local Chinese authorities have shown considerable activity for many months in promoting an attempt to thwart the natural and legitimate expansion of the Settlement towards the North. Reports and memoranda have passed between the British and Chinese Governments in this connection, and the "enrolment of outsiders" and "foreign influence" have been exchanged to urge all parties to energetic action. Several attempts to get to work in a practical manner have failed, and at one time it seemed as if the various schemes, propounded mainly if not exclusively, in order to worry the foreign legation and to create a public scandal, were about to be abandoned. Quite recently, however, the impetus has been given by the active championing of Viceroy Chou Fu, who drew up a memorial to the Throne on the establishment of a "Marti" to the north of Shanghai. The proposal to which His Excellency lent the weight of his influence is that in the absence of public subscriptions "official support" should be given to enable the authorities to land in the Settlement by a ring fence of Chinese "municipalities" to the North. According to the Viceroy the estimate of the amount required "to start the North Marti" is £200,000 and more. To procure this sum it is proposed that certain land at Woosung "should be resumed as Government land and sold as quickly as possible, the proceeds to be devoted to the expenses of the North Marti, a public asset thus supplying a public need."

The Shanghai Tactai has been in trusted to take steps accordingly. The memorial naively adds:—When the scheme has proved a success, it will combine with Nanshih (South Marti) to form an influence calculated to insure extension of trade, prosperity and the recovery of advantages to no limited degree. So long as the scheme to establish Chinese "municipalities" on the north of this Settlement depended upon public subscription for its practical initiation, it could be viewed with unconcern. Chinese merchants and others have given unmistakable proof of their preference for being domiciled in the Foreign Settlement over continuing their commercial activity within the limits of a native city. Consequently, although some might be induced to sign petitions for the opening up under Chinese auspices of land beyond our present boundaries, it is not a matter for surprise to learn that they were not ready to support their proposals in a practical manner and that the necessary funds were not forthcoming. They are well aware that, as things are at present in China, no foreign community of any value commercially is likely to establish itself in a Chinese "municipality" when a foreign administered town is available in close proximity, and, further, that without such a community the new settlement offers no attractions. The policy of aggression, however, assumes a different aspect, when it abandons the pretence of catering for a popular demand and endeavours to provoke hostilities with the aid of Government funds. At the present moment the position with regard to the extension of the Settlement is that expansion is taking place gradually on normal lines, but under no definite scheme. The Chinese authorities, in accordance with their general attitude at this juncture in their history, affect to regard this condition of things and are seeking to hem in the foreign community of Shanghai by a line of artificially created Chinese "municipalities." It is essential for the well-being of this Settlement that provision should be made for its gradual expansion. Part of the surrounding country, where the Chinese are seeking to manufacture vested interests—north of the Markham Road Bridge—is not attracting much attention to-day among foreign residents, but it falls directly within the two "arms" (the north-western and Paoshan) formed in the course of the Settlement's extension. Any comprehensive scheme of future expansion must include this area (known as Chapei), and it would seem unwise to allow ourselves to be "blocked" at this point by a reluctance to act at the psychological moment.

If our Chinese friends would be honest with themselves they would be forced to admit that the expansion of Shanghai neither implies aggression on the part of the foreigner nor entails further encroachment upon China's sovereign rights. With 475,000 Chinese inhabitants side by side with only 12,000 foreigners, it would be hard to maintain the contention that the Settlement does not exist just as much for the benefit of the Chinese who have proved so eager to avail themselves of a foreign administered municipality, as for the benefit of foreigners. Any extension of the Settlement will bring in its train corresponding advantages for an increased number of Chinese, whereas the perpetuation on our northern boundary of conditions such as obtain to-day in the native city of Shanghai would not only fail to profit the Chinese, but would create a grave menace to the health of this Settlement. It would probably save much friction in the future, if we could indicate and persuade the Chinese to recognize the potentialities of the Settlement's normal expansion. Much of the motive power in the recent agitation to exploit Chapei was provided by Viceroy Chou Fu and his protégé Tactai Hui Naping. The latter has accompanied His Excellency to Canton, and it is more than probable that all his pet schemes are in abeyance, if not actively exploded. On this subject of the natural extension of the Settlement the community is likely to be able to count upon the active support both of the local Consular body and of the Diplomatic Corps in Peking; it might therefore be opportune to approach the new Viceroy, His Excellency Tuan Fang, who enjoys a reputation for being clear-headed and unbiassed, in order that definite understandings may be arrived at before vested interests are established.

CHINESE OPIUM REGULATIONS.

It is understood that in accordance with the Imperial Edict of September 20th, the Grand Council of State have made eleven recommendations to the Throne in regard to the regulation and speedy suppression of the opium habit, that these have received the Imperial sanction and will be promulgated at an early date. The proposed regulations are:—

The cultivation of the poppy and the use of opium are to cease within ten years. The cultivation of the poppy may not be extended beyond its present limits; it must be restricted annually by one-tenth of its present area. In the event of any extension of this regulation the land of the cultivator is liable to be confiscated. On the other hand, if the cultivation is ceased earlier, rewards will be given. All persons using opium must be registered either as a yamen or with their village headman. No unauthorized person may purchase opium. No person may commence the use of opium after the issue of these regulations.

Methods must be devised for decreasing opium smoking by persons addicted to the habit. Those above the age of sixty years will be treated leniently. Persons under sixty years of age must decrease their smoking by twenty per cent annually. Persons who evade this regulation will be punished. All shops selling opium will be closed gradually. All places where opium is smoked on the premises will be closed within six months. All sales of opium smokers' requisites must cease within one year. Opium divan taxes must not be collected from one month after the issue of these regulations. All opium shops must be registered officially with a view to their gradual closing. No new opium shops may be opened. All persons purchasing opium must present their tickets of registration and all shops must submit annual statements showing the decrease in their sales.

Local officials must arrange to assist the people addicted to the use of opium by distributing at cost price or gratis suitable medicines which are not to contain opium or morphia. Anti-Opium Societies will be officially encouraged. All officials are directed to assist by their example in enforcing these regulations. Those who faithfully carry out the wishes of the Government will be rewarded. All officials ought to set example to the people. These above are the regulations to be strictly enforced. Arrangements will be made to allow Prince Duko, Viceroy and Tartar Generals to provide substitutes for their posts during the period of their cure. All officials under sixty must abandon the habit within six months; if they cannot do so they must retire.—*N.C. Daily News*.

THE JAPANESE IN SAN FRANCISCO.

FURTHER PROTEST BY THE JAPANESE GOVERNMENT.

The *Japan Chronicle* learns from a Tokyo dispatch that in the opinion of the Japanese Government the question of the anti-Japanese movement in San Francisco—constituting a violation of the treaty—should be settled by diplomatic negotiations between the Governments of the two countries, the opinion being expressed that judicial decisions in America have nothing to do with the American-Japanese treaty.

On the 14th instant the Tokyo Government issued telegraphic instructions of considerable length to Viscount Aoki, the Japanese Ambassador at Washington, requesting him to lodge a further protest. The instructions are said to be to the effect that the Japanese in America, by virtue of the treaty, are entitled to receive the same treatment in regard to protection of life and property, trade and residence as American citizens and the subjects of the most-favoured nations. The development of an anti-Japanese movement in San Francisco being a violation of the treaty, means should be taken for the settlement of the question by diplomatic negotiations between the Governments of the two countries, without waiting for decisions of justices in America. The hope is expressed that the settlement of the present question the very friendly relations existing between the two countries may be prevented. In conclusion, the instructions are said to have urged that the education of the children expelled from the schools should not be neglected even for a day, and immediate steps should be taken for their re-admission.

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THE CARRIERS OF PLAGUE.

AN INTERIM REPORT.

At the instance of the Lister Institute the Indian Government last year instituted a new bacteriological inquiry into the spread of plague and the means by which it was carried. The Commission of Inquiry, the operations of which were directed by Dr. Martin, F.R.S., and which besides including Major Lamb, I.M.S., and Captain Lison, I.M.S., was reinforced by bacteriologists from the Lister Institute and by other members of the Indian Medical Service, has not yet finished its work; but some of its operations are so far completed and the conclusions derived from them are of such importance that they have been published as a kind of interim report in the current number of the quarterly *Journal of Hygiene*. From these conclusions the important fact emerges that the rat flea is the vehicle which carries the plague germ from rat to rat, from rat to other animals and therefore in all probability from rat to man.

The causes which have obscured their plausible relation of cause to effect hitherto have been various; and they have been largely owing to the conflict of opinion, due to inexactitude of experiment, among bacteriologists themselves. That outbreaks of plague are associated with a more or less simultaneous mortality among rats is an observation of great antiquity. The Indian proverb to the effect that "when the rats begin to fall it is time for the people to leave the houses"—an observation explicable by the fact that the Indian rat is not a sewer rat as in England, but lives in the houses and commonly in the ceiling cloths, whence it falls when infested by plague. But though it was thus assumed that plague among rats was transmissible to human beings, and even when once shown by Yersin and Kitasato that the plague from which rats died was caused by the same plague bacillus that is fatal to man, yet the definite proof that the plague bacillus was conveyed from rat to man was still wanting because no one could show positively how it was conveyed. One of the definite conclusions reached by the Plague Commission, whose work is now under review, is that they fully confirm the observations of these investigators who in the last five years have dropped the human outbreak is preceded by the extensive development of an epidemic (or to be symmetrical) among the rats. The rats, however, are not the cause of the plague, but the plague is caused by the rats. This connection—why has it not arisen? It is because it proved hard to discover how the bacillus was transmitted. It had been suggested that the disease might be conveyed from rat to rat by one animal devouring the carcass of another. That certainly is a way, but experiment proved it to be an uncertain way. Rats were found to have to eat a very large quantity of infected material of this character before becoming afflicted with plague. In any case human beings could not be infected in this way. So apparently the case for the conveyance of the infection from rat to man by one parasite was strengthened; and eight years ago Simond made some experiments which satisfied him that it was possible for the plague bacillus from one rat to another. That these experiments contained the plague bacillus after previously shown. But these experiments were discredited on two grounds, one theoretical, one experimental. The theoretical ground of objection was that the flea which infects the plague rat will not bite human beings, and will not usually bite other animals. It is a parasite with an epizootic preference for the rat. The practical ground of objection was that other investigators endeavored to repeat Simond's experiments in transmitting plague by means of fleas and failed. The theoretical objections have now broken down. It has been shown that the objects were misinformed as to the species and character of the plague rat-flea, and were mistaken in believing that these fleas would not attack other animals, including man. *Pulex cheopis*, which is the characteristic Indian rat flea, will attack guinea-pigs and men. It remained for the new Indian Plague Commission to show that by its agency plague could be conveyed.

This has been done in a series of completely convincing experiments. It was first shown that provided the common Indian rat flea was present, plague might spread from a plague-infected rat to a healthy rat, although the rats were confined in separate boxes and could not come into contact. It was shown also that the plague might be conveyed to guinea-pigs in the same way. On the other hand, close contact of plague-infected animals (guinea-pigs) with healthy animals did not give rise to an "epidemic" (epizootic) among the healthy animals if fleas were excluded. Nor did plague-infected animals, if the same exclusion was preserved, convey the disease to the young they were suckling. Once, however, that the fleas were admitted to the colony of animals the epidemic, once started, spread from animal to animal, the rate of progress being in direct proportion to the number of fleas present. (Aerial infection was excluded from these experiments.)

That plague can be conveyed from animal to animal by means of the rat flea was thus shown, together with a presumption that this was the principal means of conveyance. This presumption is strengthened by other experiments, it is shown both directly and indirectly that in a plague-infected house the infection may be due to the presence therein of rat fleas, which are

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CHINESE POST OFFICE.

REFORM, NOT REACTION.

If the following extract from the *N.C. Daily News* be dependable, it would look as if the talked-of change in the C.I.P. had been misunderstood.

A Peking dispatch states that during a conference between the President and Vice-Presidents of the Ministry of Posts and Communications the other day it was decided to abolish the Imperial Courier Post and to apply the funds of that Department towards the extension of the Imperial Chinese Postal Department throughout the Empire. The sum thus available for this purpose amounts to about three quarters of a million taels annually, and it is also expected to realize a comparatively large sum by the sale of the horses and mules hitherto kept by the Courier Post Bureau for transport and carrying of dispatches. We understand that H.E. Tang Shao-yi, Senior Vice-President of the Ministry concerned, proposed and will carry the new regime into effect at an early date.

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Hongkong, 26th March, 1906. 28

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mark, and delivery can be obtained as soon as
the Goods are landed.

Goods not cleared by the 27th inst. will be
subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the steamer's arrival.

No claims will be recognized if not presented
within 14 days of the ship's arrival.

MCGREGOR BROS. & CO.
Hongkong, 21st November, 1906. [2133]

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ REGENT LUITPOLD."

having arrived, Consignees of Cargo are
hereby informed that their Goods, with the
exception of Opium, Treasure and Valuables,
are being landed and stored at their risk into
the Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Ltd., Kowloon, where delivery
may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 10 A.M.
To-morrow.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 27th Nov. will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on TUESDAY, the 27th Nov., at
9.30 A.M.

All Claims must reach us before the 3rd
Dec, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 21st November, 1906. [5]

HAMBURG-AMERIKA LINIE.

THE H.A.L. Steamship

"ANDALUSIA."

Captain Haave, having arrived Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature by the Under-
signed and to take immediate delivery of their
Goods from the Godowns.

Optional Cargo will be forwarded unless
notice to the contrary be given before To-morrow.

Any Cargo impeding her discharge will be
landed into the Godowns and/or extra hazar-
dous Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, and
stored at Consignees' risk and expense.

All Claims must be presented within ten days
of the steamer's arrival here, after which date
they cannot be recognised.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 30th Nov. will be subject
to rent.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 28th Nov., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 23rd Nov mber, 1906. [2154]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NAMUR."

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
6 hours.

Goods not cleared by the 30th Nov. at 4 P.M.
will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

Damaged packages must be left in the God-
downs for examination by the Consignees and the
Company's representative at an appointed
hour. All Claims must be presented within
ten days of the steamer's arrival here, after
which date they cannot be recognised. No
Claims will be admitted after the Goods have
left the Godowns.

E. A. HEWITT,
Superintendent.

Hongkong, 24th November, 1906. [1]

SANTAL MIDY

These tiny
Capsules
—superior
to Copal-
ba, Cubes, and
Injections—cure
the same diseases as these drugs
in forty-eight hours without
inconvenience.

Each Capsule bears the name

SAFETY

LADIES' REMEDY

For functional troubles, delay, pain
and those irregularities peculiar to
the sex.

APIOLINE

(CHAPOTEAUT)

Prescribed by the highest French
Medical authorities and superior to
Tansy, steel Drops and Penny
royal.

CHAPOTEAUT, 8, r. Vivienne, Paris

1185-2

SCIENTIFIC MISCELLANY.

DISEASE IN STOUTNESS—RETURN OF AN
OLD WEAPON—THE GERMAN SECRET—THE
ELEMENT ELECTRON—TOUGH EASTERN-
WARE—PEAT CEMENT CONCRETE—A
RADIUM MEDICAL SCHOOL—A HOT GAS-
FLAME—THE ELECTRIC "HONK."

(Obesity has been a subject of recent study by
French physicians, and find that growing fat
may be as much a mark of disease as growing
thin. The shortness of breath and other
troubles of the very fat are of toxic character,
and usually indicate that the normal toxins of
the body are imperfectly oxidized and eliminated.
In some maladies accompanying obesity the
toxins are microbial, animals inoculated with
the bacilli having gained in weight as much as
100 per cent. Other poisons, however, may be
concerned, the fat-forming effects of alcohol,
arsenic and phosphorus being well known, while
Carnot has lately increased weight with such
substances as lead, strychnine and morphine.
A rabbit treated with a preparation of lead
more than doubled in weight in six months.)

A military result of the Japanese fighting at
Port Arthur, it is predicted, will be a wide-spread
discarding of the bayonet for the hand-grenade
or bomb. A modern London-made grenade is
7 inches long by 1½ inches in diameter, weighs
a pound and a quarter, is safely carried on a
belt, and can be thrown 30 or 40 yards by an
18 inch fall-rop. The detonator, carried
separately, is screwed into the grenade just
before throwing. The charge is tonite, but any
high explosive can be used, and this gives much
greater effectiveness than that of the old time
grenades.

Last winter's attendance at the ten higher
institutions for technical education in Germany
was 15,800, and the many smaller trade schools
had a large number of students. While this
remarkable development of thorough training
has the effect of cheapening scientific service,
it is undoubtedly the secret of Germany's great
industrial progress.

The electron seems to be looked upon by Prof.
J. R. Rydberg, of Lund, Sweden, as the original
form of matter. His work on the chemical
elements has convinced him that there must
be a lighter substance than any hitherto
known, and he has deduced by assuming that the
electron is an element, with an atomic weight
only a fraction of that of hydrogen. This new
element—to be known as electron—is not a
separate kind of material. The evidence at
hand suggests that it makes up the metals, and
is a universal gas, or at least forms an atmos-
phere throughout the solar system. This new
discovery or theory is expected to explain
magnetic storms, northern lights, terrestrial
magnetism, and other mystifying phenomena.

A new earthenware or porcelain differs from
others in being tough as well as hard, so that
it can be bored, sawed, planed and polished.
It is made by baking a paste of felspar,
sand and lime, its specific gravity is 3.3;
it has great hardness and durability, resisting
corrosion by acids and the atmosphere and
it is a poor conductor of heat and electricity.
Its yellowish white color can be changed by
adding metallic oxides as desired. This cheap
new material seems to be suitable for many
purposes, but is specially recommended for pipes
for water, gas, chemicals, etc.

Peat contains much water, and in a newly
patented process it is pressed with dry cement
to form such materials as pipes, building blocks,
etc. The water necessary for the hardening of
the cement is withdrawn from the peat. This
results in close union of the constituent parts,
and the product is given great strength and
resistance to atmospheric action.

The biological radium laboratory lately opened
in Paris is lavishly equipped. It has sections of
physics, chemistry, and experimental medicine,
pathology and bacteriology with a clinical
department. Suggestive results in the treat-
ment of disease have been already obtained.

A handy laboratory flame, giving an intense
heat and adaptable to many uses, is obtained by
G. Mecker, a German, through an improvement
of the Bunsen burner for the ordinary gas jet.
The new burner ensures complete combustion
by a double row of openings to admit the air.
Above this the pipe is widened, thus diminishing
the rate of escape of gas and air, and producing
a perfectly homogeneous mixture. The burner
tube has on its top a perforated nickel cap
dividing the opening into small quadrants.
This device breaks up the large blue cone of the
ordinary Bunsen burner, and its place is taken
by the numerous small flames from the openings
in the cap, which unite to form a large homo-
geneous flame of even heat throughout. It is
claimed that the same amount of gas yields a
temperature at least 100° C. higher than in the
ordinary Bunsen burner.

The electric horn for automobiles, an Eng-
lish device, is an electric buzzer fitted to a
common brass horn. A brass cylindrical case
contains a steel vibrating disc held at its
periphery by two flanges and two electromagnets,
and the rapid vibration of the disc caused by
the magnetization and demagnetization of the
magnets yields a sound which is magnified in
volume and effectiveness by the horn. The
current is provided by an 8 volt accumulator.
The signal can be maintained as long as is
necessary or desired, the blast being louder and
more continuous than that of the ordinary wind
horn, and with the switch on the steering wheel
the driver can give warning without removing
his hand from the wheel.

The tests of the German government have
shown great variations in the durability of
typewritten documents, but with the best ribbons
the work seems as lasting as that written
by hand with the best writing ink. While some
German ribbons proved good, those of American
manufacture showed a higher general average
in quality.

THE ROMANCE OF CANDLES.

We have recently had the story of a well
whose water has suddenly yielded place to oil.
It is time that we had the promised explanation.
For the incident recalls a great romance of
fortune began sixty years ago. A spring,
yielding a mysterious product, was discovered
at Alfreton, Derbyshire, on the estate of an
ironmaster named Oakes. It was not water,
and it certainly was not wine. As Lyon
Playfair, brother-in-law of the proprietor, was
able instantly to decide, it was naphtha which
was trickling into the light from out the bosom
of Derbyshire. Three hundred gallons a day
bubbled up from below, and the scientist saw
that there was money in it. Petroleum, up
to that time, had all to be imported from the
Continent or from Persia. Here was the
"salt of the earth" at hand. He persuaded
a friend to take over the spring and
develop it. That little Derbyshire spring was
the parent of the mighty industry in oil which
has made vast fortunes for many in America and
Russia. A curious legend attended the
discovery. The landowner, who had undertaken to develop
the spring went one morning with troubled face
to Playfair to show him a specimen from the
spring. Cold weather had caused the oil to
become turbid, and he feared that his investment
might prove a bad one. The scientist said that
the condition of the oil was due to the presence
in it of the then rare substance known as
naphtha. From the small quantity presented before
him he was able to fashion the first two candles
of paraffin wax ever made. These he used for his
reading lamp on the occasion of his Royal
Institution lecture upon the subject. Those two
candles were worth intrinsically a sovereign apiece.
They were the forerunners of the millions of
wax candles which have since helped to
lighten the darkness of the poor man's cottage.

LONDON.

The fascination of London is very certainly
due to its simple incomprehensibility. We all, who
have been to London, know what it is to be bored,
to be worn out, to be oppressed by a sense of the
utter emptiness of the vast city. We all know
what it is to pass in the train, out through the
light of the suburbs into the dusky outside
world, with a feeling that we never want to see
London again. But, once at a distance, nearly
all of us hear the words that Willington heard—
"London is a simple incomprehensibility. It is so
and we return, again because London is so
incomprehensible, we have always the feeling that
round some corner that we have never yet had
time to turn, we may still find the un-
troubled street paved with whatever gold
it may be that we seek. London
in fact, appeals to the spirit of the gambler that
is in all men, or to the spirit of "try, try
again," and again and yet always again—the
spirit that is essential to humanity if humanity
is to survive. And it is this spiritual attraction
rather than the pleasure of its sights, its
magnificent lights, its roar of wheels and its
muzzled humanity that really calls us always
back. We may hate its greyness, we may
long for green fields or for oranges crowded by
ruined castles and heather—not sunlight. But
all these things are, by comparison, very finite;
it is only the great cities that offer us the
chance to believe in humanity. And, to the
general man it is only humanity that is really
and vitally fascinating.

How to be Beautiful—Keep your com-
plexion clear, bright, and charming, Lait
Charmant and Special Skin Tonic and Foudre
Charmant will enable you to do it. Her
Sp. Calitator for the Skin are the study of a
lifetime. A. S. Watson & Co., Ltd., Sole Agents.
731

MARTIN'S
APIOL & STEEL
PILLS

A French Remedy for all Irritations, Rheumatism,
Gout, Gravel, Sciatica, Neuralgia, Headache,
Backache, Stiffness of Joints, etc. It is the best
remedy for all these ailments, and is sold in all
the principal chemists and druggists. It is a
simple, safe, and effective remedy, and is
recommended by the highest medical authorities.
MARTIN, CHARTERHOUSE, LONDON.

DAVID CORSE & SON'S
MERCHANDISE NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING
ARNHOLD, KARBURG & CO.
Sole Agents.

MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK"

A.I., A.B.O., and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.
Length on Blocks... 714
Width of Entrance on Top... 984
Width of Entrance on Bottom... 884
Water on Blocks at Spring Tide... 344

DOCK No. 1.

Extreme Length... 523 feet.
Length on Blocks... 513
Width of Entrance on Top... 88
Width of Entrance on Bottom... 77
Water on Blocks at Spring Tide... 64

DOCK No. 2.

Extreme Length... 571 feet.
Length on Blocks... 561
Width of Entrance on Top... 66
Width of Entrance on Bottom... 53
Water on Blocks at Spring Tide... 22

PATENT SLIP.

Suitable for vessels up to 1,000

THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING or
REPAIRING SHIPS, ENGINES, and
BOILERS, and also ELECTRICAL
WORK.

A LARGE STOCK of MATERIAL is
always kept on hand.

The COMPANY has the powerful steamer
"OURA-MARU" (712 tons, 700 I.H.P.)
especially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
Short Notice.

THE
DIRECTOR AND CHRONICLE

FOR 1906.

Complete Edition... \$10.00
Small... 6.00

Obtainable at the Hongkong Daily Press Office
and from the Local Booksellers.

Brimful of Nourishment

PLASMON

The Food for Old and Young.

(Also Plasmon Cocoa, Oats, Biscuits, &c.)

AVERAGE MARKET PRICES.

November, 22nd, 1906.
The Prices are given in Dollar Cents.

BUTCHER MEAT.

Meat Lang Pak Yut—Beef, sirloin,
prime cut... 12 1/2
Meat Lang Pak Yut—Beef, sirloin,
prime cut... 12 1/2

Meat Lang Pak Yut—Beef, sirloin,
prime cut... 12 1/2

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prime cut... 12 1/2

Meat Lang Pak Yut—Beef, sirloin,
prime cut... 12 1/2

Meat Lang Pak Yut—Beef, sirloin,
prime cut... 12 1/2

SHIPPING.

ARRIVALS.
DAPHNE, German steamer, 1,254, Schipper, 26th Nov.—Hamburg-Amerika Line.
Ivy, American ship, 1,181, P. O. Stetson, 25th Nov.—Shanghai 28th Oct., Ballast—Order.
J. B. AUG. KESSLER, Dutch str., 2,500, Vanderhaeghe, 26th Nov.—Singapore 16th Nov., Oil—Meyer & Co.
Lo. Nippon, British str., 1,092, A. G. Smith, 26th Nov.—Manila 23rd Nov., General—Jardine, Matheson & Co.
TAMBA MARU, Japanese str., 3,833, C. O. A. Butler, 26th Nov.—Shanghai 23rd Nov., General—Nippon Yusen Kaisha.
TOKIN, French str., 3,094, Charbonnel, 25th Nov.—Shanghai 23rd Nov., General—Messageries Maritimes.

CLEARANCES.
At the Harbour Master's Office, Nov. 26th.
Progress, German str., for Tonkin.
Tonkin, French str., for Europe.

DEPARTURES.
Nov. 25th.
PUNTERHILL, British str., for London.
Wongkok, German str., for Peking.
Nov. 26th.
HANOL, French str., for Haiphong.
HANGCHOW, British str., for Canton.
NAMUR, British str., for Shanghai.
OCEANA, British str., for Calcutta.

SHIPPING REPORTS.
The British str. *Longview* reports: Strong N.E. monsoon and high sea. Vessel put back in distress from lat. 27° 27' N., long. 164° 25' E., strong N.E. gale.

VESSELS IN DOCK.
Nov. 26th.
A. HERBERT DOCKS.—Pakel, Indragiri.
KOWLOON DOCKS.—Savonog, Manzhou, Paul Beau, H.M.S. Kent, Hongkong, U.S.S. Calhoun, Berner, H.M.S. Jans, Hsinong.
COSMOPOLITAN DOCKS.—S. P. Hithcock.

COMPAGNIE DES MESSAGERIES MARITIMES.
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEEN, EGYPT, MARSSEILLE, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship
"TONKIN."
Captain Charbonnel, will be despatched for the above Ports on TUESDAY, the 27th November, at 1 p.m.
Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.
Cargo also booked for principal places in Europe.
Next sailings will be as follows:
S.S. "ERNEST HENRI" ... 11th Dec.
S.S. "POLYNESIE" ... 25th Dec.
S.S. "CALADONIE" ... 8th Jan.
S.S. "SALAZIE" ... 22nd Jan.
S.S. "OCEANIE" ... 5th Feb.
G. de CHAMPEAUX, Agent.
Hongkong, 14th November, 1906. [2]
FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"GREGORY APCAR."
Captain S. H. Belsou, will be despatched for the above Ports on THURSDAY, the 28th inst., at 3 p.m., instead of as previously advertised.
For Freight or Passage, apply to
DAVID SASSON & CO., LTD., Agents.
Hongkong, 21st November, 1906. [1334]
DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship
"HAIJUN."
Captain A. J. Robson, will be despatched for the above Ports on THURSDAY, the 29th inst., at DAYLIGHT.
For Freight or Passage, apply to
DOUGLAS LARBAIK & CO., General Managers.
Hongkong, 16th November, 1906. [2184]
NORDEUTSCHER LLOYD, BREMEN.

NOTICE.
STEAM FOR
KUDAT AND SANDAKAN.
Taking Cargo at Through Rates to
TAWAU, LABUAN, DATU, LABUAN, JOLO, ZAMBOANGA AND MENADO.

THE Steamship
"BORNEO."
Captain F. Sembill, will be ready to load on the 28th inst.
For Freight or Passage, apply to
NORDEUTSCHER LLOYD, MELCHERS & CO., Agents.
Hongkong, 21st November, 1906. [5]
"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.

THE Steamship
"GLENAVON."
Captain Woolfenden, will be despatched as above on FRIDAY, the 7th December.
For Freight, apply to
McGREGOR BROS. & GOW.
Hongkong, 22nd November, 1906. [2147]
NATAL LINE OF STEAMERS.

THE Underigned GENERAL AGENTS
in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports of SOUTH AMERICA in connection with the CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED.
General Agents for China and Japan
Hongkong, 4th August, 1898.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.
1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	BENMOHR	Brit. str.	—	Webster	GIBB, LIVINGSTON & Co.	About 30th inst.
LONDON & C. VIA USUAL PORTS OF CALL	MARIA	Brit. str.	—	K. A. Peters	P. & O. S. N. Co.	On 1st Dec., at Noon.
LONDON & ANTWERP	GLENAVON	Brit. str.	—	Woolfenden	McGREGOR BROS. & GOW	On 7th Dec.
MARSEILLES, HAVRE, COPENHAGEN, & C.	TOKIN	Frans. str.	—	Charbonnel	MESSAGERIES MARITIMES	To-day, at 1 p.m.
MARSEILLES, LONDON & ANTWERP	SIAM	Dan. str.	—	E. W. Bruce	P. & O. S. N. Co.	About end of Nov.
BREMEN, VIA PORTS OF CALL	SUMATRA	Brit. str.	—	—	MELCHERS & CO.	About 5th Dec.
HAVRE, ANTWERP & HAMBURG VIA STRAITS, & C.	BORLAW	Ger. str.	—	Formes	HAMBURG-AMERIKA LINIE	On 3rd Dec.
HAVRE & HAMBURG VIA STRAITS, & C.	SITHONIA	Ger. str.	k.w.	Meyerdierks	HAMBURG-AMERIKA LINIE	On 23rd Dec.
HAVRE, ANTWERP & HAMBURG VIA STRAITS, & C.	C. FRED. LARSEN	Ger. str.	k.w.	Schmidt	HAMBURG-AMERIKA LINIE	On 3rd Jan.
NAPLES, PLYMOUTH, HAVRE, BREMEN & HAMBURG	ANDALUSIA	Ger. str.	k.w.	v. Hoff	HAMBURG-AMERIKA LINIE	On 14th Dec.
ODDESSA (DIRECT)	OTTO BERG	Rus. str.	—	—	BRADLEY & CO.	About 3rd Dec.
NEW YORK	PETRONIA	Rus. str.	—	—	MELCHERS & CO.	About 10th Dec.
NEW YORK	SAINT PATRICK	Brit. str.	—	Dobronz	CANALWITZ & CO.	About 17th Dec.
NEW YORK	VERONA	Ger. str.	—	—	CANADIAN PACIFIC R. CO.	To-morrow, at Noon.
NEW YORK	ATHENIAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 20th Dec., at 4 p.m.
NEW YORK	EMPEROR OF JAPAN	Brit. str.	2 m.	T. P. Gardick	DODWELL & CO., LTD.	To-day
NEW YORK	KAMATO MARU	Jap. str.	—	W. C. T. S. Filmer	DODWELL & CO., LTD.	Middle of Dec.
SOUTH AMERICAN PORTS VIA JAPAN PORTS	EMPEROR OF JAPAN	Brit. str.	—	McArthur	GIBB, LIVINGSTON & Co.	On 1st Dec., at 10 a.m.
AUSTRALIAN PORTS VIA MANILA	BARTEN	Brit. str.	—	O. Lindbergh	BUTTERFIELD & SWIRE	On 3rd Dec.
AUSTRALIAN PORTS VIA MANILA	TEIRAN	Ger. str.	—	—	MELCHERS & CO.	On 11th Dec., at Noon.
AUSTRALIAN PORTS VIA MANILA	PRINCE SIGISMUND	Ger. str.	—	—	MELCHERS & CO.	About 3rd Dec.
YOKOHAMA, KOBE & VLADIVOSTOCK	CAMBODIA	Dan. str.	—	—	BUTTERFIELD & SWIRE	On 13th Dec.
YOKOHAMA, KOBE & VLADIVOSTOCK	CHANGHIA	Brit. str.	1 m.	T. Moore	HAMBURG-AMERIKA LINIE	On 29th inst.
YOKOHAMA, KOBE & VLADIVOSTOCK	DAPHNE	Ger. str.	k.w.	Schmidt	HAMBURG-AMERIKA LINIE	To-day
YOKOHAMA, KOBE & VLADIVOSTOCK	POLYNESIE	Frans. str.	—	Broc	MESSAGERIES MARITIMES	About 26th inst.
YOKOHAMA, KOBE & VLADIVOSTOCK	SHOSHU MARU	Brit. str.	1 m.	M. Nomoto	OSAKA SHOSSEN KAISHA	To-morrow, at Daylight.
YOKOHAMA, KOBE & VLADIVOSTOCK	HANGCHOW	Brit. str.	—	Miller	BUTTERFIELD & SWIRE	On 29th inst.
YOKOHAMA, KOBE & VLADIVOSTOCK	DEIRI	Brit. str.	—	Mawley	BUTTERFIELD & SWIRE	On 30th inst.
YOKOHAMA, KOBE & VLADIVOSTOCK	KALCAN	Brit. str.	1 m.	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	About 30th inst.
YOKOHAMA, KOBE & VLADIVOSTOCK	HOHENSTAUFEN	Ger. str.	k.w.	Jaeger	BUTTERFIELD & SWIRE	On 1st Dec.
YOKOHAMA, KOBE & VLADIVOSTOCK	P. E. FRIEDRICH	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 2nd Dec.
YOKOHAMA, KOBE & VLADIVOSTOCK	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	On 5th Dec.
YOKOHAMA, KOBE & VLADIVOSTOCK	HAIJUN	Brit. str.	2 h.	A. J. Robson	DOUGLAS LARBAIK & CO.	About 8th Dec.
YOKOHAMA, KOBE & VLADIVOSTOCK	RUBI	Brit. str.	—	E. Almond	SHAWAN, TOMES & CO.	On 29th inst., Daylight.
YOKOHAMA, KOBE & VLADIVOSTOCK	LOONOSANG	Brit. str.	1 m.	Sommerville	BUTTERFIELD & SWIRE	On 30th inst., at 5 p.m.
YOKOHAMA, KOBE & VLADIVOSTOCK	ZAFIRO	Brit. str.	—	A. G. Smith	BUTTERFIELD & SWIRE	To-day
YOKOHAMA, KOBE & VLADIVOSTOCK	BOHNEO	Ger. str.	—	R. Rodger	JARDINE, MATHESON & CO.	On 30th inst., at 4 p.m.
YOKOHAMA, KOBE & VLADIVOSTOCK	GREGORY APCAR	Brit. str.	—	F. Sembill	SHAWAN, TOMES & CO.	On 8th Dec., at Noon.
YOKOHAMA, KOBE & VLADIVOSTOCK	SUSANG	Brit. str.	—	S. H. Belsou	MELCHERS & CO.	Quick despatch.
YOKOHAMA, KOBE & VLADIVOSTOCK	LAIBANG	Brit. str.	—	T. A. Mitchell	DAVID SASSON & CO., LTD.	To-morrow, at 3 p.m.
YOKOHAMA, KOBE & VLADIVOSTOCK	TIRODAN	Dut. str.	—	Zwart	JARDINE, MATHESON & CO.	On 30th inst., at 3 p.m.
					JAYA-CHINA-JAPAN LINE	On 4th Dec., at 3 p.m.

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
FOR
SINGAPORE, PENANG & CALCUTTA "SUISANG" ... Friday, 30th Nov., 3 p.m.
"MANILA" ... Friday, 30th Nov., 4 p.m.
SINGAPORE, PENANG & CALCUTTA "LAISANG" ... Tuesday, 4th Dec., 3 p.m.
* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze Ports.
For Freight or Passage, apply to
HONGKONG, 26th November, 1906. JARDINE, MATHESON & CO., GENERAL MANAGERS. [18]

EAST ASIATIC CO., LTD.
COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LTD.,
ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.
DESTINATION STEAMERS DATE OF SAILING
MARSEILLES, HAVRE, COPENHAGEN, SCANDINAVIAN, EASTIAN and GERMAN BALTIC PORTS "SIAM" ... About end of Nov.
YOKOHAMA, KOBE and "CAMBODIA" ... On or about 3rd Dec.
VLADIVOSTOCK "PETRONIA" ... On or about 10th Dec.
ODDESSA ...
For Further Particulars, apply to
MELCHERS & CO., AGENTS. [1337]
Hongkong, 24th October, 1906.

HONGKONG-MANILA.
Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and staterooms. Electric Light. Periodic Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.
CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. Almond	Amoy & Manila.	On 30th Nov., 5 p.m.
ZAFIRO	2540	R. Rodger	Manila.	On 8th Dec., Noon.

For Freight or Passage apply to
SHEWAN, TOMES & CO., GENERAL MANAGERS. [15]
Hongkong, 20th November, 1906.

HONGKONG-NEW YORK.
AMERICAN ASIATIC STEAMSHIP COMPANY.
FOR NEW YORK VIA PORTS AND SUEZ CANAL.
(WITH LIBERTY TO CALL AT THE MALABAR COAST).

For freight and further information apply to
SHEWAN TOMES & CO., GENERAL AGENTS.
Hongkong, 13th November, 1906. [19]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.
PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain	Sailing Date.
TREMONT	9,606	T. W. Gardick	On 27th November.
PLEIADES	3,753	F. G. Purrington	About 20th December.
LYRA	4,417	G. V. Williams	On 23rd December.
SHAWMUT	9,606	E. V. Roberts	On 23rd January.
HYADES	3,753	J. Alwen	On 30th January.

† Cargo only.
CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.
The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures readiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.
PARCEL EXPRESS TO THE UNITED STATES & CANADA.
For further information apply to—
DODWELL & CO., LIMITED, GENERAL AGENTS.
Queen's Buildings, Hongkong, 29th October, 1906. [7]

HAMBURG-AMERIKA LINIE
PASSENGER SERVICE.

BY the new steamers, "REHENANIA," "HAMBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided with ONLY LOWER BERTHS. The cabins are smidship and fitted with fans. Laundry on board. Doctor and Stewardses carried. These steamers call at PLYMOUTH and NAPLES. In addition to these boats, the steamers "SCANDIA" and "SILEZIA" carry first-class passengers.
Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.
NEXT SAILINGS OUTWARD.
FOR SHANGHAI, KOBE, YOKOHAMA (TSINGTAU, CHEFOO AND TIENTSIN VIA SHANGHAI)
HOHENSTAUFEN ... Capt. Jaeger ... 2nd December
SILEZIA ... Capt. Balke ... 2nd January
SCANDIA ... Capt. v. Doehren ... 1st February
NEXT SAILINGS HOMEWARD.
FOR SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, AND HAMBURG.
REHENANIA ... Capt. v. Hoff ... 14th December
HOHENSTAUFEN ... Capt. Jaeger ... 11th January
SILEZIA ... Capt. Balke ... 8th February
SCANDIA ... Capt. v. Doehren ... 22nd March
HAMBURG ... Capt. Filler ... 5th April

FREIGHT SERVICE.
NEXT SAILINGS OUTWARD.
FOR SHANGHAI, KOBE & YOKOHAMA ... 27th November
FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd December
FOR SHANGHAI, KOBE & YOKOHAMA ... 15th December
FOR SHANGHAI, KOBE & YOKOHAMA ... 29th December
NEXT SAILINGS HOMEWARD.
VIA STRAITS, COLOMBO AND ADEEN.
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.
SITHONIA ... FOR HAVRE, ANTWERP & HAMBURG ... 3rd December
REHENANIA ... FOR NAPLES, PLYMOUTH, HAVRE, BREMEN & HAMBURG ... 14th Dec.
C. FRED. LARSEN ... FOR HAVRE & HAMBURG ... 23rd December
ANDALUSIA ... FOR HAVRE, ANTWERP & HAMBURG ... 3rd January

COAST SERVICE.
DAPHNE ... FOR TSINGTAU, NAGASAKI & VLADIVOSTOCK 29th November [12]

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"POLYNESIE."
Captain Broc, will be despatched for the above Ports on or about 26th inst.

For Freight or Passage, apply to
G. DE CHAMPEAUX, Agent.
Hongkong, 21st November, 1906. [2]

"BEN" LINE OF STEAMERS.

FOR LONDON.

THE Steamship

"BENMOHR."
Captain Webster, will be despatched as above on or about the 30th inst.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 12th November, 1906. [2094]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at MANILA, TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, & C.)

THE Steamship

"EASTERN."
Captain McArthur, will be despatched for the above Ports on SATURDAY, 1st December, at 10 a.m.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, & C., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardses and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 31st October, 1906. [2010]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA."
Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 1st December, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. *Himalaya*, 7,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, & C., will be conveyed from Bombay by the R.M.S. *Arabis*, due in London on 12th January, 1907.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT, Superintendent.
Hongkong, 20th November, 1906. [1]

THE NORTHERN STEAMSHIP CO., LTD., OF ST. PETERSBURG.

FOR ODDESSA (DIRECT).

THE Company's Steamship

"OTTO BERG."
will be despatched for the above Port on or about the 3rd December.

For Freight & Further Particulars, apply to
BRADLEY & Co., Agents.
Hongkong, 16th November, 1906. [2103]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG, 1906

FOR NEW YORK.

"SAINT PATRICK" ... 10th Dec.
"SATSUMA" ... 11th Jan.

For Freight and further information, apply to
DODWELL & CO., LTD., Agents.
Hongkong, 13th November, 1906. [787]

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

FOR SOUTH AMERICAN PORTS VIA JAPAN PORTS.

Regular Steamship Service between Hongkong, CALLAO and IQUIQUE via JAPAN PORTS.

Steamer Tons To Sail

"KASATO MARU" 6,000 Middle of Dec.

Capt. W. C. T. S. Filmer.

Taking Freight and Passengers to other Western Coast Ports of South America.

The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried board.

For further information, apply to
K. MATSUDA, Manager.
Hongkong, 5th October, 1906. [1016]

DAMPSCHEIFFS-REDEDERET "UNION" ACTIEN-GESELLSCHAFT.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast)

THE Steamship

"VERONA."
Captain Dobronz, will be despatched for the above Port on or about MONDAY, the 17th December.

For Freight, apply to
CARLOWITZ & Co., Agents.
Hongkong, 5th November, 1906. [2043]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	DELHI	About 30th November	Freight and Passage.
LONDON, &c., via Suez Ports	MALTA	Noon, 1st December	See Special Advertisement.
MARSEILLES, LONDON and ANTWERP	SUMATRA	About 5th December	Freight and Passage.
SHANGHAI and JAPAN	NUBIA	About 8th December	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 27th November, 1906.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	TEAN	On 27th November.
SHANGHAI	KIUKIANG	On 29th November.
SHANGHAI	HANGCHOW	On 30th November.
SHANGHAI	KALGAN	On 1st December.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	TSINAN	On 3rd December.
YOKOHAMA and KOBE	CHANGSHA	On 13th December.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table, A daily qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th November, 1906.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
† SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"SHOSHU MARU" Capt. M. NEMOTO	WEDNESDAY, 28th Nov., at DAYLIGHT.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidsips. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 19th November, 1906.

T. ARIMA, Manager.

PASSENGER SEASON 1907.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.
VIA COLOMBO AND BOMBAY.

THE STEAMSHIP

"MACEDONIA,"

10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON,

ON

SATURDAY, 23rd MARCH,

AND IS DUE IN MARSEILLES ON THE 20th APRIL AND LONDON ON THE 27th APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL WILL MAKE A FAST RUN TO MARSEILLES AND LONDON. THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

FARES:

To MARSEILLES—£61 First and £42 Second Saloon,
To LONDON—£85 First and £44 Second Saloon.

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th October, 1906.

[1899]

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON
TO LAND PASSENGERS AND LUGGAGE

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
HUELOW	WEDNESDAY 5th December
PRINZ REGENT LUTPOLD	WEDNESDAY 19th December
PRINZ EITEL FRIEDRICH	WEDNESDAY 2nd January
SEYDLITZ	WEDNESDAY 16th January
PRINZ HEINRICH	WEDNESDAY 30th January
GNEISENAU	WEDNESDAY 13th February
PREUSSEN	WEDNESDAY 27th February
PRINZESS ALICE	WEDNESDAY 13th March
PRINZ LUDWIG	WEDNESDAY 27th March
ZIEHEN	WEDNESDAY 10th April
PRINZ REGENT LUTPOLD	WEDNESDAY 24th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 8th May

ON WEDNESDAY, the 5th day of DECEMBER, 1906, at NOON, the Steamship will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till NOON, on MONDAY, the 3rd Dec. Cargo and Special will be received on Board until 5 p.m. on TUESDAY, the 4th Dec. Contents of Packages are required. No Parcel Receipts will be signed for less than £2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	261 0 0	142 0 0	222 0 0
return	91 0 0	63 0 0	33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	85 0 0	44 0 0	24 0 0
return	27 0 0	16 0 0	8 0 0
TO NEW YORK VIA SUEZ	64 0 0	44 0 0	26 0 0
return	115 0 0	78 0 0	42 0 0
VIA NAPLES, GENOA OR GIBRALTAR	88 0 0	46 0 0	27 0 0
return	123 0 0	63 0 0	49 0 0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton and then to London or Hamburg, the cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included. INTERRUPTION OF THE VOYAGE IN EGYPT: Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS	SAILING DATES
PRINZ SIGISMUND	TUESDAY, 11th Dec.
SANDAKAN	TUESDAY, 18th Dec.
MANILA	TUESDAY, 8th Jan.

ON TUESDAY, the 11th DECEMBER, at NOON, the Steamship "PRINZ SIGISMUND," Captain Lenz, with Mails, Passengers and Cargo, will leave this Port as above. The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:	1st Class	2nd Class	3rd Class
TO MANILA	\$50	\$30	\$20
return	\$80	\$50	\$30
TO NEW GUINEA	\$28	\$18	\$12
return	\$45	\$28	\$18
TO BRISBANE	\$28	\$18	\$12
return	\$45	\$28	\$18
TO SYDNEY	\$28	\$18	\$12
return	\$45	\$28	\$18
TO MELBOURNE	\$28	\$18	\$12
return	\$45	\$28	\$18
TO YOKOHAMA	\$80	\$60	\$40
return	\$170	\$120	\$80
TO KOBE	\$80	\$60	\$40
return	\$170	\$120	\$80
TO HONGKONG and back from KOBE	\$140	\$100	\$60

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class To EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer 267. 0. 0. From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

SAILINGS AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "PRINZ EITEL FRIEDRICH" ... Wednesday, 5th Dec.
KOBE & YOKOHAMA
SHANGHAI, NAGASAKI, "SEYDLITZ" ... Wednesday, 19th Dec.
KOBE & YOKOHAMA

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG to Vancouver or San Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & S.S. Co., T. K. K. and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd are issued at the following Rates:—

To London via Plymouth or Southampton	1st Class
	262. 0. 0.
To Bremen	1st Class
	63. 10. 0.
To Paris via Cherbourg	1st Class
	65. 0. 0.
To Naples, Genoa via Gibraltar	1st Class
	65. 0. 0.

Passage money payable in local currency at current night Bank rate of Exchange on the day of payment.

NORDDEUTSCHER LLOYD.

MELOHRS & CO., AGENTS.

For further Particulars, apply to

PASSENGER SEASON 1907.

IN 25 DAYS TO ITALY

BY THE

MAGNIFICENT N.D.L. LINERS:

"PRINZESS ALICE" 10,911, ON MARCH 13TH.
CAPT. CH. POLACK.

"PRINZ LUDWIG" 10,500, ON MARCH 27TH.
CAPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBRALTAR AND
SOUTHAMPTON TO LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELOHRS & CO.,

AGENTS.

Hongkong, 12th October, 1906.

[1905]

CANADIAN PACIFIC RAILWAY. COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER
11 days Across the Pacific to the "EMPERESS LINE." Saving 5 to 10 days Ocean Travel.
11 DAYS YOKOHAMA to VANCOUVER.
18 DAYS HONGKONG to VANCOUVER.

R.M.S.	PROPOSED SAILINGS. (Subject to Alteration)	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN"	3,882	2,400	WEDNESDAY, 28th Nov.	22nd Dec.
"EMPERESS OF JAPAN"	6,000	2,400	THURSDAY, 29th Nov.	23rd Dec.
"TARTAR"	4,425	2,400	FRIDAY, 30th Nov.	24th Dec.
"EMPERESS OF CHINA"	6,000	2,400	SATURDAY, 1st Dec.	25th Dec.
"MONTEAGLE"	6,153	2,400	SUNDAY, 2nd Dec.	26th Dec.
"EMPERESS OF INDIA"	6,000	2,400	MONDAY, 3rd Dec.	27th Dec.

"EMPERESS" Steamers will depart from HONGKONG at 4 p.m.
Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, through the INLAND SEA OF JAPAN, KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's NEW PALATIAL "EMPERESS" Steamships 14,500 tons register. The through transit to LIVERPOOL being 32 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 260; via New York 262.
Intermediate on Steamers: 240, "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate passengers through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, Acting General Agent,
Corner Peddar Street and Praya opposite Blake Pier.

Cutler, Palmer & Co.'s

SPECIAL BLEND WHISKY.



SPECIAL BLEND WHISKY.

SHIPPERS

CUTLER, PALMER & CO., LONDON.

AGENTS

SIEMSEN & CO.,

HONGKONG.

[408]

SHIPPING IN PORT.

STEAMERS.

ACABA, British str., 3,174, A. Smith, 23rd

November—New York 29th Sept., Case Oil.

Standard Oil Co.

ANDALUSIA, German str., 3,477, Haase, 23rd

November—Hamburg and Singapore 14th

Nov., General.—Hamburg—America Line.

ATHENIAN, British str., 3,882, A. O. Cooper, 24th

November—Shanghai 21st Nov., General.—

Norddeutscher Lloyd.

C. P. R. Co.

BINE THUAN, French str., 984, G. Boulet, 18th

Nov.—Bangkok 9th Nov., Rice and

Timber.—Bradley & Co.

BORNEO, German str., 1,341, A. Decker, 18th

October—Sundakan 13th October, Timber.

—Melchers & Co.

BRANNA, Norwegian str., 1,103, A. Notjane, 23rd

November—Saigon 17th Nov., General.—

Chinese.

CARDIGANSHIRE, British str., 2,682, W. T. Hall, 24th

Nov.—London and Singapore 14th

Nov., General.—Hewan, Tones & Co.

CHIYUEN, Chinese str., 1,177, C. Stewart, 24th

November—Shanghai 21st Nov., General.—

Chinese.

DANFORTH, British str., 2,300, Ross, 4th Nov.—

San Francisco and Shanghai 1st November,

General.—Standard Oil Co.

DENWENT, British str., 1,565, J. Jenkins, 23rd

November—Saigon 17th Nov., General.—

Chinese.

DORIC, British str., 4,375, Harry Gankroger, 21st

Nov.—San Francisco 20th Oct. and

Manila 19th Nov., Mails and General.—

O. & S. S. Co.

DUBFAI, Norwegian str., 1,102, J. Bing, 22nd

November—Saigon 16th November, Rice.—

Agard, Thoresen & Co.

EMPERESS OF JAPAN, British str., 3,039, H. Pybba, 18th

Nov.—Yokohama 30th Oct.,

Mails and General.—C. P. R. Co.

GABOBY APOL, British str., 2,961, S. H. Belson, 19th

Nov.—Calcutta 4th Nov.,

General.—David Sassoon & Co.

HANGKOW, British str., 397, Mawley, 25th

November—Chinkiang 29th Nov., General.—

Butterfield & Swire.

HEIMDAL, Norwegian str., 762, Johnson, 16th

November—Bangkok 3rd November, Rice.—

Agard, Thoresen & Co.

HINRANG, British str., 1,536, W. J. Davies, 19th

Nov.—Wohatwei 14th Nov., General.—

Jardine, Matheson & Co.

HOLSTEN, German str., 1,103, A. Notjane, 23rd

November—Haiphong 18th Nov. and

how 21st, General and Rice.—Jensen & Co.

HONGKONG, French steamer, 739, B. Corell, 18th

Nov.—Haiphong and Hoihow 14th

Nov., General.—A. R. Marty.

INDRAVELLI, British str., 3,757, S. Collington, 24th

Nov.—Manila 16th November.—Gibb,

Livingston & Co.

KABATATO MARU, Japanese str., 2,895, K. Yashimatsu, 21st

Nov.—Kobe 14th Nov.,

Coal and General.—Japan.

KIKUANG, British str., 1,226, Millar, 24th

November—Shanghai 21st Nov., General.—

Butterfield & Swire.

KIYO MARU, Japanese str., 1,448, S. Hira, 18th

Nov.—Wakamatsu 8th Nov., Lump

and Dust Coal.—Gillman & Co.

KOHSHIANG, German str., 1,113, C. Rosinsky, 16th

Nov.—Bangkok 6th Nov., Rice.—

Butterfield & Swire.

KOWLOON, German str., 2,324, H. Stohr, 24th

Nov.—Anghin (Bangkok) 15th Nov., Rice

and General.—Siemens & Co.

KWASOAT, Chinese str., 1,533, Lamb, 21st

November—Shanghai 15th Nov., General.—

Chinese.

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